

Canadian Life *and* Resources

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MAY, 1909
Vol. VII. New Series No. 5

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MONTREAL, CANADA

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Contents

MAY, 190,

THE STORY OF THE MONTH	PAGE
A summary of Canadian affairs at home and abroad	7
OUR POINT OF VIEW	
Our policy of Naval Defence at last bears fruit.....	9
THE GOOSE LAKE COUNTRY	
One of the most promising sections in Central Saskatchewan.....	10
THE QUEBEC LEGISLATURE	
Its place in the federal system and a description of its beautiful building.....	12
GROWING MELVILLE	
One of the coming commercial centres of the West..	15
TYPES OF BRITISH WARSHIPS	
Some of the defenders of Britain's far-flung Empire.	16
THE ATTRACTION OF WAWANESA	
One of the coming places in South-western Manitoba	17
OUR HISTORY IN STATUES AND MONUMENTS	
The Tete du Pont Barracks in Kingston, Ont.....	18
NOTES OF THE EMPIRE	
The immense trade carried on through the Port of London.....	19
NOTES OF THE WEST	
The Hon. David Laird tells of life on the prairies, past and present.....	20
THE TREND OF THE MARKETS	
A daily record of the fluctuations of stocks during the month.....	24
MISCELLANEOUS ARTICLES	
and advertisements	26

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Photo by Hardy, Kentville.

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Vol. VII. NEW SERIES No. 5

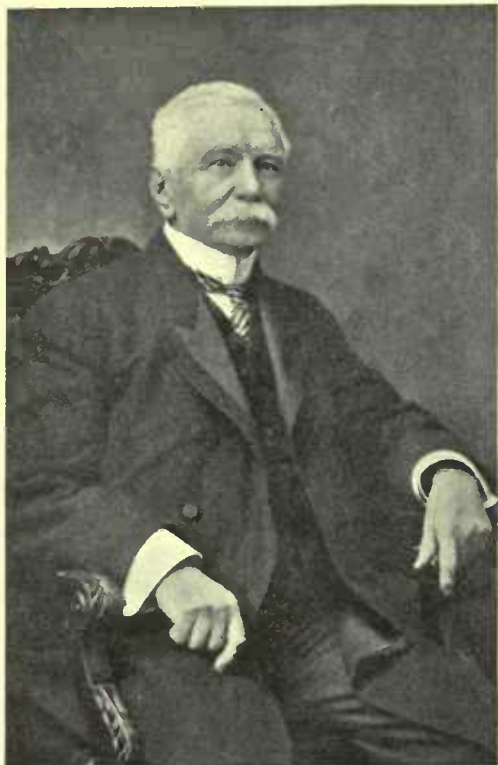
Montreal, May, 1909

PRICE, TEN CENTS
ONE DOLLAR A YEAR

THE STORY OF THE MONTH

A SUMMARY OF CANADIAN AFFAIRS

AT HOME.



The late Lieut.-Col. Charles Clarke,
For many years Clerk of the Ontario Legislature

THE three matters of greatest importance and widest interest that came before Parliament during the month were the resolution pledging Canada to a policy of naval defence, the loan to the Grand Trunk Pacific Railway Co. and the budget speech of the Minister of Finance. The keynote of the budget was caution in ordinary current expenditure, but a vigorous prosecution of the great works of national development. This, of course, will necessitate large expenditure on capital account, which cannot all be provided out of revenue and which, therefore, will have to be borrowed. Mr. Fielding showed that during the year, which closed on March 31st, 1908, there was a surplus of revenue over current expenditure of nineteen and a half million dollars. Last year there was a surplus of one and a half millions. During this latter year the capital expenditure on the Transcontinental Railway, including the taking over of the Quebec Bridge, amounted to thirty-two millions. To this has to be added other special charges, less the surplus and the sum set aside for the sinking fund, leaving a balance of forty-six millions to be added to the public debt. To the estimates for the current year, which will close on March 31st next, the pruning knife has been applied and a total re-

duction of twenty-two and a half millions secured, as compared with the estimates of the preceding year. "It was decided," said Mr. Fielding, "to cut down expenditure instead of increase taxation. The year just closed yielded a revenue of eighty-four and a half millions. The current year is expected to do better, for," said the Minister, "there is every reasonable probability that the turn of the tide has come, and that from this out our revenue will steadily increase." On the Transcontinental Railway it is proposed to spend during the present year twenty million dollars, but there is to be no borrowing for other new works besides this one.

The House adopted the resolution authorizing the Government to loan ten millions at four per cent interest, secured by a bond issue, to the Grand Trunk Pacific Railway Co. to aid it in the completion of the prairie section of the road. Owing to the condition of the British money market it was deemed advisable to advance the money rather than force the company to sell its bonds in the ordinary way at a discount.

The resolution respecting naval defence, introduced by Mr. Foster, but subsequently amended by the mutual consent of the Prime Minister and the leader of the Opposition, and adopted by the unanimous consent of the House, pledges Canada to any necessary expenditure to promote the speedy organization of a Canadian naval service. And so was taken the first official step towards carrying out a policy that during the past three years has been advocated by this magazine.

FOR the second time this year, but only the fourth in history, Niagara Falls "ran dry" during the second week of April. A southwest gale, one of the most violent ever experienced in the Niagara peninsula, forced the ice from Lake Erie into the mouth of the Niagara River, almost completely damming it a short distance above the Falls. Within a short time the river was forty feet above its normal height. The banks were flooded and great damage, estimated at a million dollars, was done to the electric power plants, wharves, railway tracks and private residences, the greater part of the volume of water being turned from its natural channel very little passed over the Falls, which for a time were practically dry.

AN important announcement was made by the Hon. G. P. Graham, Minister of Railways and Canals, to the effect that instead of leasing or selling the Intercolonial Railway it is to be administered by a commission responsible to the Minister. "I am prepared," said Mr. Graham, "to take the chance of trying that system for at least the next twelve months, and to operate the road so as to give it a fair chance as an integral part of the transportation system of this country." The commissioners appointed by the Government are M. J. Butler, Deputy Minister of Railways and Canals;

D. Pottinger and E. Tiffin of the Intercolonial Executive staff; and F. P. Brady, until recently General Superintendent of the Lake Superior Division of the Canadian Pacific Railway.

MR. E. J. Chamberlain, General Manager of the Grand Trunk Pacific Railway, with his party of officials, returned to Winnipeg from an inspection trip of the G. T. P. road in the West. Mr. Chamberlain went as far as Prince Rupert and arranged about the disposition of the townsite. Later he inspected the work that has been done on the new road and expressed himself as being very well pleased with the outlook in the West and at the conditions of the road. He renewed the assurance that connection with the main line of the G. T. P. and Vancouver would be made by the shortest possible route.

EIGHTY men, all well-advanced in years, who sat in the first Parliament of Canada, were, on April 21st, the guests of the Canadian Club of Ottawa at a dinner given in the restaurant of the House of Commons. The after-dinner speeches were very interesting, being replete with the personal reminiscences of the parliamentary veterans. His Excellency Earl Grey spoke of the debt that Canada owed to the members of the first Parliament,



Mr. F. C. T. O'Hara,
Deputy Minister of Trade and Commerce.

for if they were not fathers of Confederation they rocked the cradle in which rested the baby of the Confederation. Earl Grey hinted at the approaching end of his term of office by declaring that he would return to Great Britain with vivid recollections of the kindness he had experienced, and would in future envy the privilege of those who could call Canada "home."

Sir Wilfrid Laurier proposed "The first Parliament of the Dominion," and each of the eight veterans present responded. They were Sir Mackenzie Bowell, Hon. John Costigan, Senators Miller, William Ross and G. B. Baker, Sir James Grant, Basil Benoit and Sheriff Hager, of Prescott.

In the course of his speech Sir Mackenzie Bowell said that the statement made recently by Sir Robert Bond that the Bowell Government had refused to take Newfoundland into Confederation because of a few paltry thousands of dollars was incorrect. It was some five or six millions, and the terms his Government offered Newfoundland were more favorable than those offered Manitoba, British Columbia or Prince Edward Island. Letters from absentee veterans expressing regret at their inability to attend were read, among them being letters from Sir Richard Cartwright, Sir John Carling and the Hon. Edward Blake.

THE Government of Ontario passed an order-in-Council setting apart a new forest reserve of one million acres in the Rainy River District. The new reserve comprises the densely wooded territory west of the Eastern Boundary of the District and contiguous to the International Boundary. It includes a large portion of Hunter's Island, a well-known haunt of game. The order-in-Council also provides that the new reserve shall be a provincial game preserve. The reserve adjoins a similar allotment of land set apart by the State of Minnesota. The original plan of the promoters was to utilize the two million acres as a vast international reserve, conducted jointly by the officers of Ontario and Minnesota. The provincial Government has not, however, followed this course, and the Ontario reserve will remain solely under the control of the Province and be officered solely by its own wardens.

THE third annual Earl Grey Musical and Dramatic Trophy competition was held in Montreal during the third week of April. The various competitions held under vice-regal auspices were largely attended. The prize for music was awarded to the orchestra of the Conservatory of Music of Ottawa, the winners of the prize last year. The judge of the musical competition was Dr. Vogt of Toronto. The decision in the dramatic competition had not been announced at the time of writing.

IN the death of Lieut-Col. Charles Clarke of Elora, Ont., which occurred on April 6th,

Ontario lost a man who had been so long in official life that he was regarded as one of the institutions of the Province. For thirty-five years he attended



Hon. W. S. Fielding.
Minister of Finance of Canada.

every session of the Legislature. From 1871 until 1887 he was a member of the House and for six years he was Speaker. In 1891 he was appointed Clerk of the House, retiring in 1907. He was the author of "Members' Parliamentary Practice and Manual of Procedure."

ABROAD

ON April 5th a meeting in support of the newly-formed "Aerial League of the British Empire" was held at the Mansion House, London, the Lord Mayor presiding. The speeches delivered left no doubt that we have entered seriously upon the era of flying. The first resolution, moved by Lord Montague of Beaulieu, was to the effect: "That this meeting of the citizens of London regards with considerable anxiety the rapid development of the science and practice of aerial navigation by other nations, and deplores the backwardness and apathy shown by this country regarding this new means of communication, which is of vital importance from a commercial as well as from a national defence point of view, and pledges itself heartily to support the objects of the Aerial League of the British Empire."

Sir Percy Scott, the famous admiral, said that he was working in conjunction with a gunmaking firm to perfect a gun which "will, at a distance of 6,000 feet up, play old Harry with any airship."

Sir Hiram Maxim, the great inventor, said: "It is impossible for me to understand how any practical man can dispute the value of flying machines as military instruments. I have seen the Wright aeroplane. It is a small and rough affair, is susceptible of a great number of improvements, and is

driven by a 24 h.p. motor. Still, this rough and imperfect piece of mechanism, equipped with a very small engine, thanks to the wonderful skill and experience of Mr. Wilbur Wright, has been able to make flights of about 100 miles at the speed of an ordinary passenger train, and has remained in the air over two hours at a time. Not only this, but he has carried a load of 250 lbs. in addition to the water, the petrol and his own weight. It requires no great stretch of the imagination in order to believe that a machine with a larger aeroplane, carefully made so as to present the least possible resistance to the air, and driven by a 70 h.p. engine, would carry a much heavier load than the Wright machine, or say, a weight of 1,000 lbs. in addition to the weight of the water, the petrol and the driver, and that such a machine would remain in the air at least three hours at a stretch and travel at the rate of fifty miles an hour, and certainly 1,000 of such machines could be built for less than the price of one Dreadnought."

These few quotations will show our readers that the next few years are likely to see a revolution in the art of flying.

IN connection with the Imperial Press Conference to be held in London in June, the following details are announced as to subjects and chairmen for the business meetings:

Monday, June 7th—Cable News Service and Press Inter-communication. The Earl of Crewe to take the chair. Mr. Sydney Buxton and Mr. Austen Chamberlain to be present.

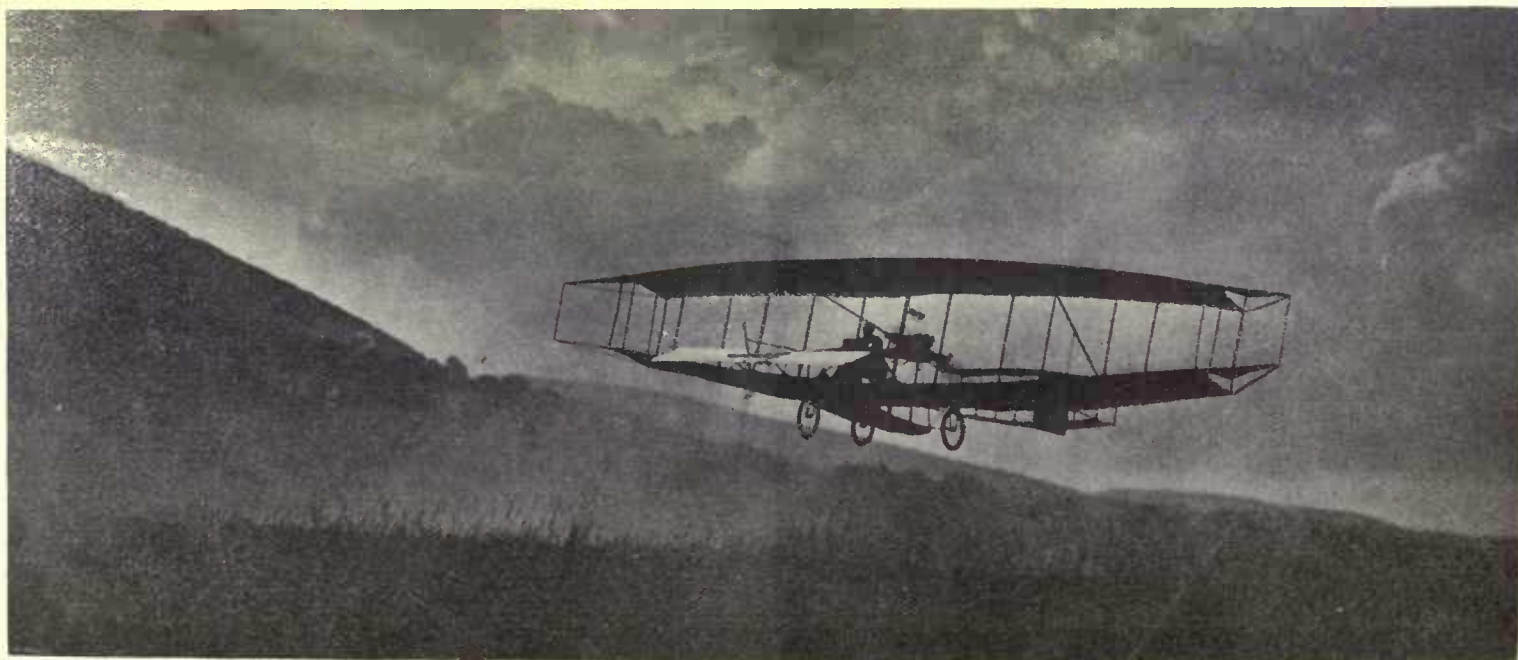
Tuesday, June 8th—The Press and Imperial Defence.—The Navy. Mr. McKenna to take the chair. Sir Edward Grey and the Right Hon. Alfred Lyttleton to attend.

Wednesday, June 9th—The Press and Imperial Defence.—The Army. Mr. Balfour to take the chair, and Mr. Haldane to be present.

Thursday, June 10th—Literature and Journalism. Viscount Morley in the chair.

The committee intend to invite several other representative Englishmen to be present, and, of course, the delegates from the different parts of the Empire, as well as the editors and proprietors of the British press, will have an opportunity of expressing their views on all the subjects discussed. The meetings will take place at the Foreign Office, where a large room has been placed at the disposal of the committee.

The latest additions to the programme for entertaining the Colonial editors during their visit to London include a field day at Aldershot, arranged by the War Office, to be carried out under the direction of General Sir Horace Smith-Dorrien, and a reception at the General Post Office, where the delegates will see the central organization of the Empire's cable and mail service.



A view of the Aerodrome "Silver Dart," owned and operated by Mr. J. A. D. McCurdy of Baddeck, N. S. The photograph of which this illustration is a reproduction, was taken while the "Silver Dart" was making a flight at Baddeck of four and a half miles at a rate of about forty miles an hour.

OUR POINT OF VIEW



At last Canada is to commence to build up a navy. The policy which we have advocated in these pages for three full years—the policy which we were the first in Canada to advocate in print—is to be put in motion. The arguments which we used in urging such a policy are the arguments which now move Sir Wilfrid Laurier and his Ministers to ask Parliament to sanction the organization of “a Canadian naval service to co-operate with the Imperial Navy.” We said and have said in almost every one of our issues for the past three years that the time had come when Great Britain could no longer compete successfully alone with Germany and the next great naval power—could not keep up her navy to be the equal of that of any two Powers. We showed time and again that the greater populations of Germany, with over sixty million people, and the United States with eighty-six millions of people, must in the end make it impossible for Great Britain with only forty four millions of people to support both an army and a navy equal to the needs of the Empire—that is, equal to the task of fighting any possible combination of her enemies. We showed how the British people were already most heavily taxed to keep up Imperial armaments—much more heavily taxed than the Germans or the Americans—each inhabitant of the British Isles contributing no less than thirty shillings (or more than seven dollars) a head annually to the upkeep of the army and the navy, whilst Canada paid for her military defence only one dollar a head and nothing for naval defence. We urged the commencement of a Canadian navy—the ships to be built at first in Great Britain but manned by Canadians and kept in Canadian waters, solely under Canadian control. We mentioned one million dollars as a sum not too large to spend yearly in building up such a force. We knew quite well that the policy of separate colonial fleets was not, from a strategic point of view, the most desirable, but as no other was politically possible we regarded it as the only practicable one. For two years it seemed that our words fell upon stony ground—we saw no response in Canadian public opinion. But this did not deter us because we knew it was only because the public were not interesting themselves in the question. A year ago, however, we began to see a change. The need became plainer and plainer. The menace of Germany loomed larger and larger. Letters began to come into the office saying that the writers thought we were right in our idea and that we ought to continue it. Sir James Whitney made a noteworthy speech urging upon his hearers that Canada should do more for the Empire. The *Toronto News* at the end of 1908 came out with a pronouncement which advocated exactly the policy we had been urging all along, namely, that Canada should follow Australia and put a fleet of torpedo boats and submarines around her coasts. But all the world knows what it was that brought our Government suddenly to the realization of the *immediate necessity* for some action.

IN the House of Commons, London, on March 16th, the members of Parliament heard first with amazement and then with something like alarm and panic from the First Lord of the Admiralty, the leader of the Opposition and the Prime Minister successively, that Germany was increasing and had increased her navy and her naval shipbuilding resources to such a prodigious extent that she stood in the year 1912 to have nearly as many “Dreadnoughts” as Great Britain, and that she could now build battleships of the very best pattern as quickly as Great Britain. To say that this knowledge caused a shock to the Old Country is to put it mildly. It brought before the minds of the British people a position which they had never contemplated, namely, that a power had arisen within a few miles of their coasts which, single-handed, threatened their naval supremacy. From New Zealand came, like a flash, the first colonial comment on

this new situation. That patriotic and plucky little community of less than one million people offered to pay the entire expense of building and equipping one “Dreadnought” at once and of another if it might become necessary. They volunteered a gift of at least three and a half million pounds or seventeen and a half million dollars. In Australia there was a movement for a similar gift but wisely, we think, the Commonwealth Government decided not to give a “Dreadnought” but to still further increase their local navy. In following the lead of Australia and deciding to help the Mother Country by building up a national navy for local defence we consider that Sir Wilfrid Laurier is acting in the best interests of Canada and the Empire. A Canadian squadron, visible around our coasts will whet our patriotism and will make a splendid training ground for the sailors of our Maritime Provinces. It will increase the public sense of the responsibility which comes with nationhood—the duty of our manhood to defend the honor and the possessions of their nation. Thus it will make for a finer and a fuller national spirit. But more than this. We are convinced that the safety of Canada makes a Canadian fleet a necessity.

CONTRASTED with the iron resolution and unflinching purpose with which Germany has strained every nerve during the past few years to build up a first class fleet, the wavering policy and uncertain line of action of some of Great Britain’s leaders has not appeared in a good light. No doubt the British fleet will now be brought up to a higher point of efficiency. Hitherto we have had no right to grumble because we contributed nothing to the fleet, but our point now is, that it is our best policy to build up a defence fleet of our own rather than send money to be spent, well or otherwise, by the authorities in Downing Street. As we said months ago—the *safety* and the *honor* of Canada demand that we should rely for our own protection only upon the arms of our own sons. We only wish that the Government had paid more heed to our words and not waited for the debate in the British House of Commons to convince them of the need for action. The state of things there disclosed only emphasized arguments we had used time and again. In the meantime three years’ valuable time has been lost. The British shipyards will now be choked with orders and we shall not get as good terms as we might have done had we made up our minds to a naval programme two or three years ago and given out the orders then. We hope the Government will begin its fleet by ordering gunboats and torpedo boats first. These will give us the greatest measure of security for the smallest expenditure. Then when we have learned to handle these efficiently we should proceed to acquire cruisers and finally battleships. On one point we feel very strongly—we must prepare to build warships in Canada. At first, as we have said, we shall probably purchase abroad. It will be cheaper and quicker, but lines must be laid down to establish a great shipbuilding yard in Canada. We must either expand one of our own firms by national help or else enable a British firm to establish itself here and give it the work. We believe our people will demand that very soon our warships must be built here—even if they cost us more.

EARLY next summer, probably as soon as the present session of Parliament has come to a close, Sir Frederick Borden, Minister of Militia and Defence, and Hon. L. P. Brodeur, Minister of Marine and Fisheries, will proceed to London to there confer with the British Admiralty respecting the initial steps to be taken, without delay, by Canada towards providing herself in part at least with a naval defence force. At that conference plans for the carrying out of the policy unanimously concurred in the other day by the Canadian House of Commons will be formulated and the conference, therefore, will be one of great importance.



A view of Saskatoon, the geographical centre of the great prairie country of the West.

THE GOOSE LAKE COUNTRY

THINGS SEEN AND FORESEEN ON AN AUTOMOBILE TRIP THROUGH ONE OF THE MOST PROMISING WHEAT-GROWING SECTIONS IN CENTRAL SASKATCHEWAN

(Written for CANADIAN LIFE AND RESOURCES by ARTHUR HAWKES.)

THE resources of some locality in Western Canada is the topic about which I have been requested to say something. I have chosen for text the territory that, until a few months ago, was chiefly known as the Goose Lake country. But the exigencies of Canadian resources, plus geography, plus transportation development, make the name of a district, that excellently served yesterday, of little use tomorrow.

That is true of Goose Lake, which is a good-sized sheet of water, about 45 miles southwest of Saskatoon. The crop of 1907 from Goose Lake was hauled to Saskatoon by teams. The crop of 1908 went in by train. Last July, I rode in an automobile by a circuitous route to Zealandia, about thirty miles beyond Goose Lake, crossing here and there the grade of the branch of the Canadian Northern which will presently give direct connection between Saskatoon and Calgary and which traverses the great Saskatchewan Plains in the southern half of the country between the north and south branches of the Saskatchewan River.

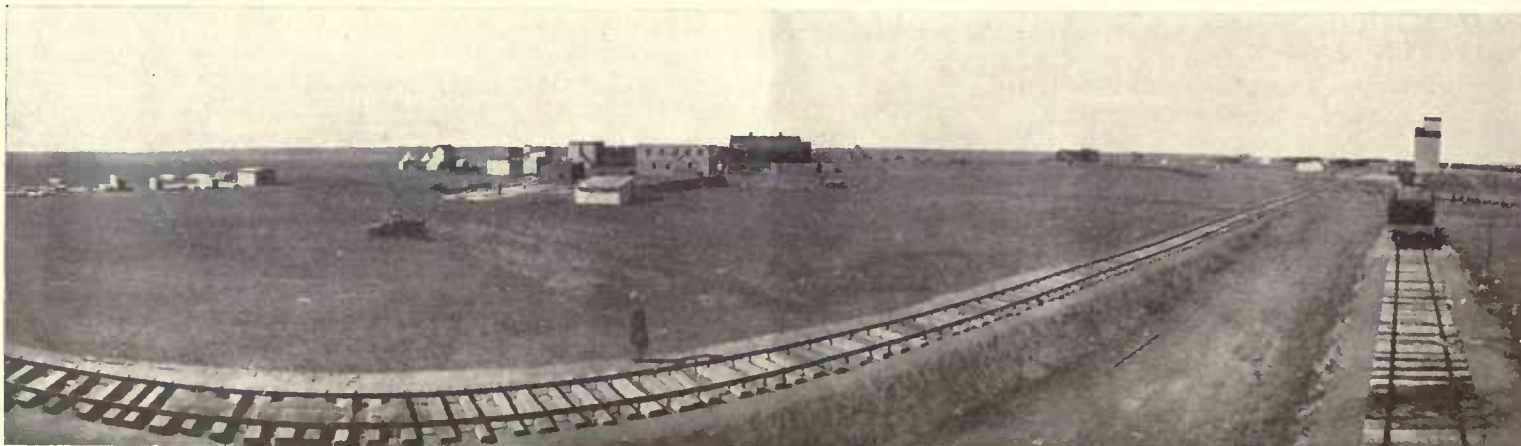
That automobile trip was by the kindness of Mr. Fred. Engen of Saskatoon, one of the first men to appreciate the wheat-growing significance of the Goose Lake country and beyond. Mr. Engen has bought and sold over 300,000 acres of land on the Great Plains. Before the rails were down it was his chief delight to give visitors to Saskatoon the novel experience of travelling by gasoline power anywhere from a hundred and fifty to two hundred miles in one day in the Goose Lake country. I have no doubt he will be doing the same next summer, for his levathan "Packard" helps you to see more country in a day, and to come closer in contact with the farms and farmers, than is possible with the best-equipped train.

With us was Dr. Henderson, Professor of Sociology at Chicago University, who was studying social conditions in the

prairie country. The trip was a revelation to him, both as to the country (by which, of course, one means the soil) and as to the conditions of existence enjoyed by the dwellers thereupon. For fifteen or twenty miles out from Saskatoon, we passed farms with fine crops, fine houses and buildings, some of the excellent and spacious houses being close by the original log or frame shacks which were erected when the farms were new. As we got out into the country there was a larger proportion of unbroken ground, and the houses had a less finished look, and before we reached Goose Lake there were occasional sod houses, which are very cool in summer and warm in winter. In front of one of these structures was a tennis court, marked out on the black, rich earth,—sure sign that some British devotees of games had made their home here, and not content with the labors of the day, must need indulge in recreation at eventide.

We stopped for water for the machine at another sod homestead, thirty-nine miles from Saskatoon, and were charmingly entertained by a Minnesota gentleman and his wife. They had reached the Goose Lake country by way of Montana, and were as satisfied with the climate as they were with agricultural conditions. He came four years ago when settlement was beginning, and took up a homestead. Later he bought more land, and when we saw him he was contemplating, with unbounded satisfaction, his 450 acres of standing grain. This crop would only have to be hauled four miles to the Canadian Northern station, and the problem of transportation for his domestic purposes being greatly simplified, the sod house, with its tapestried interior, (not ancient tapestry, but spotless cheese-cloth, which is just as good), has, I am sure, by this time, given place to a frame structure, which, while it will be more imposing, will not be more truly domestic and well found, than the sod building was.

In truth, the exterior of a sod house is no criterion of the



A western town in its infancy, De Lisle as it appeared when fourteen days old.



Evidences of the manner in which the Goose Lake country rewards the industrious farmer.

prosperity of its inhabitants. Twenty-five miles further on we took our lunch at Harris's, also a sod establishment, and were waited on by a lady from a neighboring farm, whose wealth is known to exceed \$60,000. That day, before turning back, we reached Zealandia schoolhouse, near which, this day, is a serviceable railway station; and turning back at sixty-five miles from Saskatoon, found a young English bachelor who, six years before, had come to Western Canada, a brave but penniless Devonshire laborer, and now, after three years working for himself, owned four horses, several cattle, twenty pigs and one hundred and fifty acres of promising crop. To him, as to his neighbors, the approaching advent of the railway was as welcome as the dawn after a sleepless night.

But why did these Minnesotans and Britishers come so far ahead of the locomotive? It was because the experience of people who know the prairie country has led them to the same conclusion that was reached on these spreading prairies by the prehistoric buffalo. Sir William Butler, when he came West thirty-five years ago, on the trip which produced his fascinating book, "The Wild North Land," spent half a winter at the forks of the Saskatchewan below Prince Albert. But he came to the Goose Lake country to kill buffalo for his supply of meat. It was here and west of here that the best buffalo were found. They were perfect judges of perfect pasture. Perfect pasture only grows on perfect soil. The evidence of traders and explorers agrees that the biggest herds stayed permanently on what was then known as the Great Plains. If other evidences are not conclusive, the deep trails of the innumerable wallows that abound everywhere testify to the presence of myriads of cloven hoofs. Clipping along in an automobile at twenty-five miles an hour, you have good reason to realize the extent and persistence of the vanished herds.

The plains are not exactly level, which is excellent for farming. The configuration of the country is gently sloping, first to the north then to the south—in all directions, in fact. Stoneless and treeless, it is an ideal region for steam ploughs, of which we saw several. I do not think, in any section of Western Canada, was so much new land broken in 1908 as south-west of Goose Lake, in the district transected by the railway that was then only a long ribbon of grading.

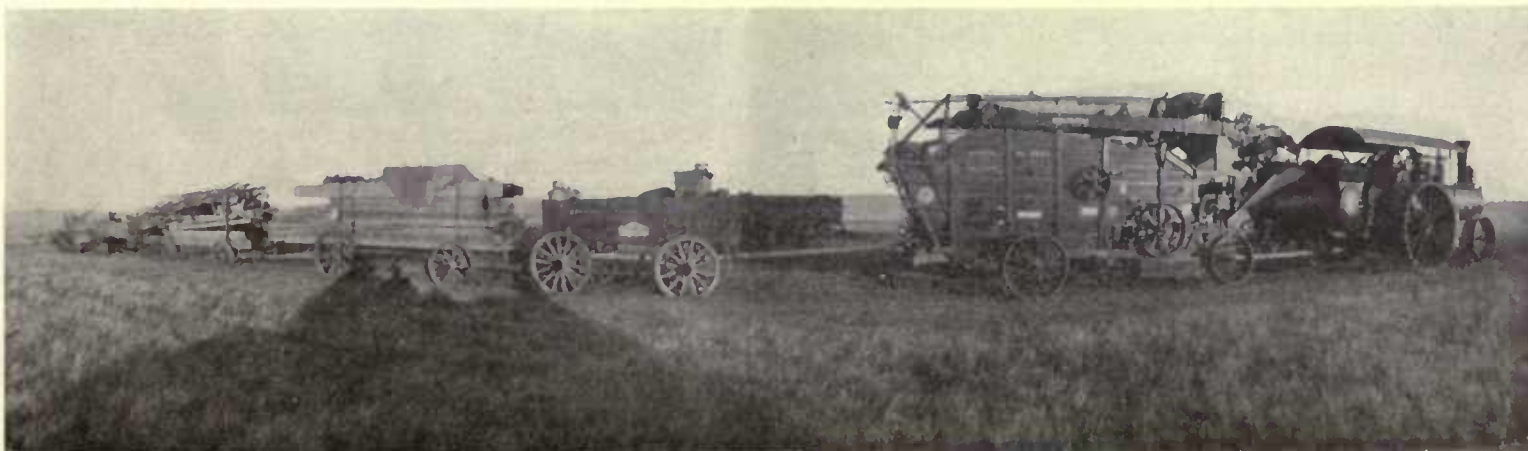
When we reached Zealandia Mr. Engen told us that for eighty

miles in one direction and at least a hundred in another, he knew the country to be exactly similar to that over whose apparently illimitable distances our vision was roving. The road will be continued to Calgary, and according to present appearances will run not far from the coal deposits on the lower half of the Red Deer River, which were noticed by the surveyors who were scattered all over the country when the first transcontinental railway was projected.

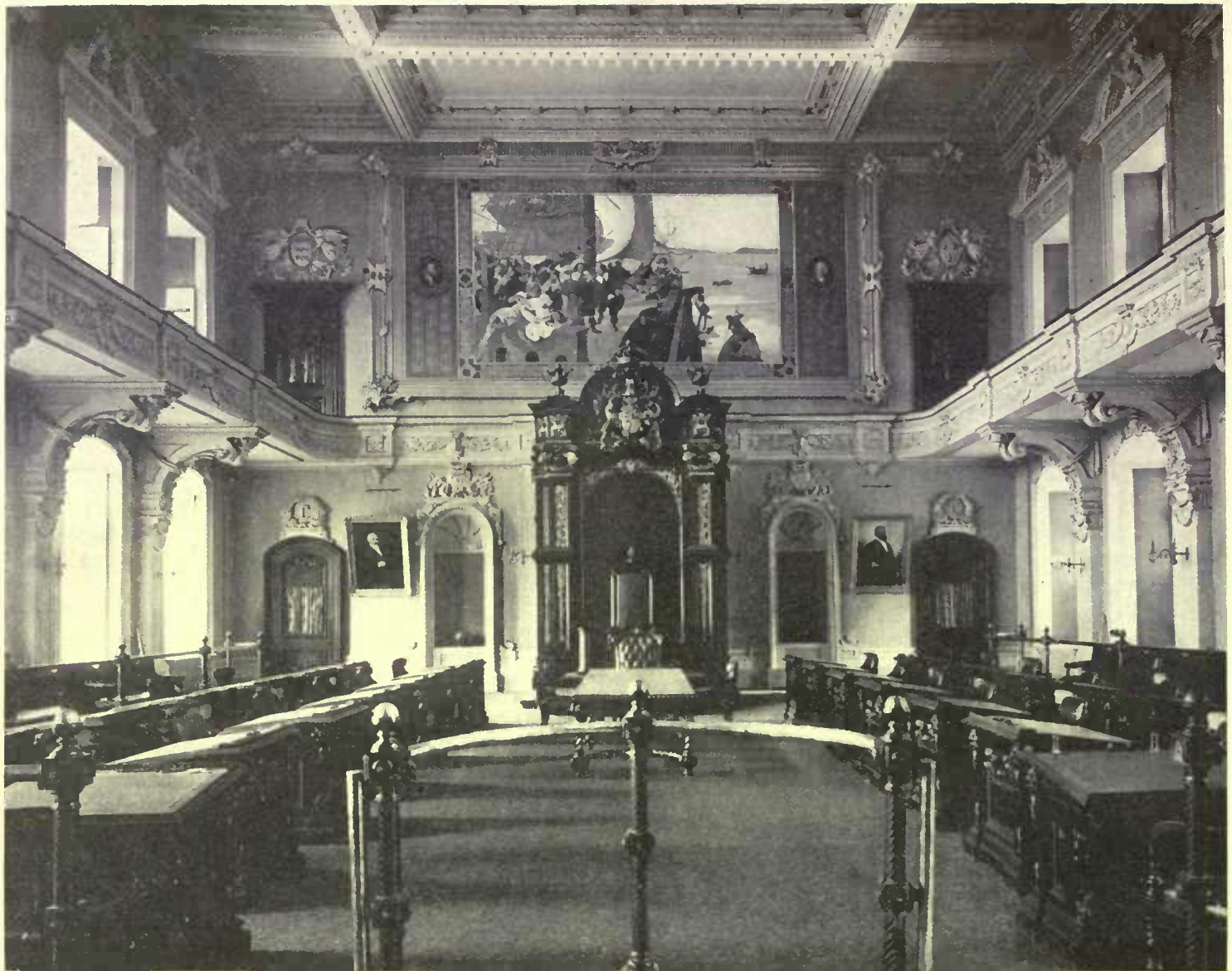
The Red Deer River is, of course, in Alberta. Like "Saskatchewan," "Alberta" is a synonym for far-stretching fertility. Calgary is a thousand miles nearer Liverpool *via* Fort Churchill than *via* Montreal. The short route to Fort Churchill is *via* the great Saskatchewan plains. The second road between Calgary and Winnipeg will be by the great Saskatchewan plains also, as far as the point near Zealandia, which we reached in Mr. Engen's automobile. Thence it will diverge southerly to Regina, joining the line which now connects Prince Albert and Regina somewhere south of Davidson.

The importance of this to the development of middle-western Saskatchewan and the southern half of Alberta is large enough when you look at the map as it now is. It is larger when you examine a map marked with the changes which the Alberta Legislature provided for last session. It guaranteed the bonds for Canadian Northern branch lines centring at Calgary from the north; from Lethbridge, Macleod and the Crow's Nest Pass in the south; and from the coal region adjacent to Banff in the west. The city of Medicine Hat is taking steps to secure a branch from the line that is traversing the great Saskatchewan plains. That line will, accordingly, be a main line to Winnipeg and the East, and in due course, to Hudson Bay and Liverpool. The transformation since Sir William Butler hunted buffalo will then be complete.

The Goose Lake country, then, is immensely bigger than Goose Lake, and before very long, Goose Lake will be just a local term, applicable to a little stretch of country, tributary to one of many stations. The soil is chocolate-colored, with just enough grit in it to give it the quality of warmth which results in early crops, and with the advent of steel through the Great Plains the sod house will soon become an obsolete institution, and the tennis courts will be set on swards that will make them seem more congruous than did the black and white court we saw on the way to Zealandia.



A threshing outfit being hauled by a traction engine from one Goose Lake farm to another.



A view of the interior of the Legislative Council Chamber of Quebec, taken from the bar and looking towards the Lieutenant-Governor's throne.

THE QUEBEC LEGISLATURE

ITS PLACE IN THE FEDERAL SYSTEM, ITS SCRUPULOUS ADHERENCE TO ANCIENT FORMS AND A DESCRIPTION OF ITS BEAUTIFUL BUILDING

(Written for CANADIAN LIFE AND RESOURCES by L. A. M. LOVEKIN)



AFTER being present at a sitting of the Legislative Assembly of Quebec, a visitor from the United States remarked, "This is similar to our State legislatures." And this erroneous idea is very general among even educated citizens of the republic. But, as a matter of fact, our Provincial Legislatures are by no means the same either in constitution or power as the U. S. State Legislatures. The republic, at the time the Canadian Confederation was being shaped, in no degree afforded an encouraging example, but rather "a caution," as our neighbors say, and it was not regarded in this country as a model. The "State rights" doctrine had recently been put into a rather painful practice and owing to it the republic had been deluged in blood. On the contrary, a perusal of the Confederation Debates proves that had it not been for certain insurmountable obstacles Canada would, to-day, possess what would be a complete inversion of the U. S. constitution, namely, a Legislative and not a Federal Union. The views of Sir John Macdonald on this point have frequently been quoted and the late Hon. Alexander Mackenzie was quite as strong a Legislative and not a Federal Unionist. "Personally," said he, in the course of the famous debate at Quebec, "I have always been in favor of a Legislative Union where it can be advantageously worked. If it could be

adapted to our circumstances I would at this moment be in favor of a legislative union as the best system of government." And, referring to the weakness of the Federal system as made conspicuous in the United States, he added that although "the imperfections of their system (that of the United States) which will be admitted . . . are avoided in the scheme before the House," that system, by force of circumstances alone, had to be adopted. But while a complete inversion of the United States system was not accomplished, a partial inversion was, and the motto *E pluribus unum* is not applicable to the Dominion but rather would its distinctive national motto, if it had to be chosen, be *In uno plura*.

Of the "many"—they have now grown from the primary four to nine—Quebec must always occupy the prior and most picturesque and interesting position, and in nothing more so than in its Legislature. And this august body, so reflective of great names and grand deeds, conducts its business with all the pomp and ceremony which is followed by the "great original" on the banks of the Thames. The Legislature retains the procedure of the old Parliament of Canada as well as that of its Imperial mother. It has, in a miniature form, an Upper House with the appurtenances and somewhat of the atmosphere of the House of Lords. A "Gentleman of the Black Rod" is there also, although in Great Britain that functionary is rather an officer of the Order of the Garter than of Parliament, and is the vehicle of

communication between the King and the three Estates—Nobles, Church and Commons in Parliament assembled. There is, too, a Sergeant-at-Arms to bear the Mace, as one does before the Lord Chancellor in the House of Lords. There is also the Throne, with the figuratively ever-present majesty of the Sovereign, to which due obeisance is made by President and officers of the Chamber.

The legislative and governmental buildings at Quebec are superb and form a quadrangle, each face 300 feet long. The tower has a total height of 172 feet. The designs of this vast and handsome structure are those of Mr. Eugène Taché, architect, and his splendid work was completed in 1886. The main front is most striking. It is prepared for statuary and already niches contain figures of Wolfe, Montcalm, Frontenac, Elgin, Levis and De Salaberry. Statues of Champlain, Laval, Olier and others are to come, and the front bears carvings of the arms of the Governors and Lieutenants of the Kings of France and of British Governors. In front there is a noble group representing an Indian family and a boy spearing fish below.

Passing into the legislative portion of the building the eye first sees the escutcheons of the Ducal House of Argyle (the Marquis of Lorne having been Governor-General), the Marquis of Lansdowne, Lieutenant-Governors Robitaille and Masson. Throughout the building the walnut wainscoting is ornamented with chiselled and gilded arabesques, coats-of-arms and inscriptions which suggest a long chapter of history. On the

ground floor are names associated with the earlier history of Canada—Verrazano, Sebastian Cabot, Roberval, Pontgravé, De Monts, Duquesne, Madamede la Peltrie, Louis XIV., Colbert and others. Ascending the first stairs the visitor finds Canadian history advanced a century, among the names being those of St. Valier, Pontbriand, Beauharnois, Longueuil, Ramezay, Townshend, Amherst, Sewell, Stuart, Panet, Taschereau, Lotbinière, Lanaudière, Boucherville, St. Ours, Plessis, Mountain, etc. Still higher are commemorated the famous Jesuit martyr missionaries

—Jogues, Lalemant and De Brebœuf, and the names of Canadian historians from the days of Sagard to Gerland and Bouchette are also inscribed.

The Legislative Council Chamber is sixty-seven feet long, fifty feet wide and thirty-three feet in height. It is upholstered in the conventional red and contains a large fresco by M. Baud, a Montrealer by birth but a continental student, representing the second arrival of Champlain at Quebec. It is a bold conception and a certain license, which is said to be permissible in

poetry has to be allowed to painting in this as in other instances familiar to frequenters of picture galleries. The Council numbers twenty-four, the Speaker being the Hon. A. Turgeon, C.M.G., until lately Minister of Lands and Forests.

The chamber of the Legislative Assembly is, in dimension and architecturally, the same as that of the Council. It is upholstered in the usual green of "Lower Houses," and differs from the other chamber in one important respect. Over the Speaker's chair there has recently been erected a very handsome press gallery. It is not an improvement to the appearance of the room as it necessitates bringing forward the Speaker's chair and to some extent dwarfs the room. But Mr. E. Taché has designed a very handsome structure in black walnut, the entablature being supported by pilasters, and in the intermediate spaces are panels with chiselled and gilt arabesques. The chief *motif* of the ornamentation of these panels consists in the reproduction of the arms of the European cities whose history is connected with Quebec. The author states that his idea in adopting this mode of decoration "was to recall by grouping around the arms of the principal cities of Europe from which our origin is chiefly derived, the names of the personages closely connected with them and who have contributed the most, either to the discovery of the American continent or to the foundations of the colonies established on it, or to the organization and maintenance of their governments."

The civic and other arms are carved on the woodwork. What accompanies them, as being instructive, may be given.

Florence—Arms, and the names of Dante, Leonardo da Vinci, Michael Angelo, Brunelleschi, Verrazano, the explorer, who, in the time of Francis I., explored much of the southern coast of the continent, and Amerigo Vespucci, whose map shows for the first time on record the name of America.

Venice—Arms, and with the winged lion, and in an open book an inscription in Latin, "Peace to thee, Mark my Evangelist," over this being a Byzantine crown with galley spurs as supporters. Venice

was the birthplace of John Cabot and his son Sebastian, who sailed under English patronage and discovered the eastern portions of these Dominions.

Bayonne is next, the Basques having, in remote times, frequented the Lower St. Lawrence and Gulf on fishing excursions, and then their Reykjavik is named. This is to commemorate the coming, in the Middle Ages, of the Scandinavians and Icelanders to Greenland, whence, as there is good reason for believing, they proceeded to the coasts of what is now known as



Sir Charles A. P. Pelletier, K.C.M.G.,
Lieutenant-Governor of Quebec.



The Hon. J. M. J. Pelletier, M.D.,
Speaker of the Assembly of Quebec.



The Hon. Adelard Turgeon, C.M.G.,
Speaker of the Legislative Council of Quebec.

America. The names of the navigators Eric the Red and Bjorn Lief are inscribed, with the device of an Aurora Borealis and the name Reykjavik.

Bristol—This panel commemorates the sailing of John Cabot from the port of Bristol in 1497. In Italian is inscribed a note by Peter Martyr, a contemporary — “a small ship and eighteen persons, nearly all English, from Bristol,” also a scroll bearing, in Latin, some words taken from one of Cabot's maps—“First land seen.”

Pembroke—The close of the Wars of the Roses are recalled by this panel. The Lancastrian plume is over the name of Stanley, a supporter of that house, brought closer to Canada some centuries later in the person of a Governor-General.

Liverpool, Dublin and Edinburgh are cities closely bound to Canada in matters national as well as commercial. They are given fitting prominence and with the arms of the last-named appear the crowned cyphers “R.B.” and “M.S.” This, Mr. Taché says, reminds us of Robert Bruce, King of Scotland, “the ancestor of one of our Governors, Lord Elgin, whose motto was ‘*Fuimus*’ (We have been), and also of Mary Stuart, who, before she became Queen of Scotland, had been Queen of France.” The arms of Paris, of

Rennes, capital of the Duchy of Brittany; St. Malo, the birthplace of Jacques Cartier, and whence he sailed on his voyage of discovery; Rouen, capital of Normandy; Honfleur, whence sailed Champlain on his voyage in 1608, are next in order. His name and that of Pontgravé, his companion, the cyphers of Henry IV. and Maria de Medici, the date of the founding of Quebec and the names of the ships, “Le Don de Dieu” and “Le Levrier” are given. There are also given the arms of Dieppe; Palos, Spain, whence Columbus sailed in 1492; Genoa, Columbus' birthplace; Lisbon, Portugal; the series closing with Cadiz, all of which are associated with events in Canadian history.

The Province of Quebec certainly possesses Legislative buildings in many respects superior to those at Ottawa and Toronto. In one thing only is the Quebec edifice lacking. It has no library. The books available are placed in what is virtually a corridor and thousands are for want of space packed away in inaccessible attics and cellars. This is being considered, and the Hon. W. A. Weir, the Treasurer, has the intention of making

provision for the initiation of a suitable building for the purpose as soon as the finances of the Province will permit.



Statuary in front of the Legislative Building, Quebec—An Indian hunter and his family above, and an Indian boy spearing fish below.



The Legislative Buildings and Offices of the Government of the Province of Quebec.

THE GROWTH OF MELVILLE

THE operating centre of one thousand miles of the main line of a great transcontinental railway system and of a thousand miles of its projected branches, and also the geographical centre of an extensive district of exceedingly fertile land, has good reason to be highly optimistic and even somewhat boastful respecting its future and the part it will play in the commercial and industrial life of the country. Any one who has kept abreast of western development will recognize at once that the place to which these lines refer is Melville, Saskatchewan, for young as is the town it has already secured a conspicuous place on the latest maps of the Canadian West and its name and fame have gone abroad.

The passenger travelling westward from Winnipeg by the Grand Trunk Pacific Railway—for this portion of the main line is now in operation as far west as Wainwright—comes after about five hours' ride to Melville. Within a couple of years at the most travellers bound for the Pacific Coast and the Orient will find Melville on their route, and possibly a few years later the traveller bound for Hudson Bay will here transfer to a train that will set him down at Fort Churchill on the shore of the great northern inland sea. Melville is, therefore, already an important railway centre with greater possibilities ahead.

Prior to October, 1907, Melville was only a name. The rich prairie land was there but the settlers on it were few because the district was without transportation facilities. In October, 1907, the Grand Trunk Pacific steel reached Melville, connection was made with the centres of western development and the town began to grow. As the railway did not come until late in the autumn building operations were not vigorously prosecuted until the following spring so that practically the town has had only one full year of development. To day it is a thriving, bustling, business place well supplied with stores, shops, hotels, two grain elevators, a branch of the Merchants Bank of Canada, professional men, and a bright little weekly newspaper, the *Melville Canadian*.

One cause of Melville's growth and importance is the fact that the Grand Trunk Pacific has made it a divisional point for one thousand miles of its main line, and as the branches develop another thousand miles of line will be operated from this centre.

Already the Company has spent fully \$300,000 here on its engine-house of twelve stalls but which will soon be increased to twenty-four, on its machine shop, station and yard. The yard has a capacity of six hundred cars, and as for the station the people of Melville call it "the pride of the town." It is a two storey building, well constructed and well fitted up. Besides providing excellent accommodation for the travelling public, it also contains the offices of the divisional superintendent, the train despatchers, the engineering staff and the road-master. The station is lighted by electricity. Within a short time the entire town will be lighted by means of the Company's electric plant.

One of the first branch lines that will reach out from Melville will be that connecting the new town with the city of Regina, the provincial capital. The projected branch to Hudson Bay will extend in a north-easterly direction to Fort Churchill about five hundred miles distant. After leaving Melville the first place of importance on the branch will be Yorkton and the company intends beginning work this summer on the road between Yorkton and Melville and which will be carried south to Regina.

Recognizing the importance of Melville as a distributing centre branches of several large commercial houses and manufacturing companies are being opened there this spring. The residential portion of the town is growing rapidly and the population now exceeds 1,200.

The surrounding country is first-class either for wheat growing or mixed farming, and the area under cultivation is being largely increased this year. The shipping facilities are excellent, consisting of two modern elevators and plenty of car space in the railway yard. It is expected that from one hundred to one hundred and fifty thousand bushels of wheat will be marketed at Melville during the coming autumn.

During the coming summer it is expected that the population of Melville will be trebled and, writes the editor of one of the leading financial journals of Canada, "by the end of the present year it is confidently expected that Melville will have broken the record for quick growth of any point in Western Canada. Its future as a coming city is assured, for it is not only a railway divisional point but also the centre of one of the richest farming districts of Saskatchewan."



The G. T. P. station and divisional offices at Melville.



A view of Melville from the elevators beside the G. T. P. track.

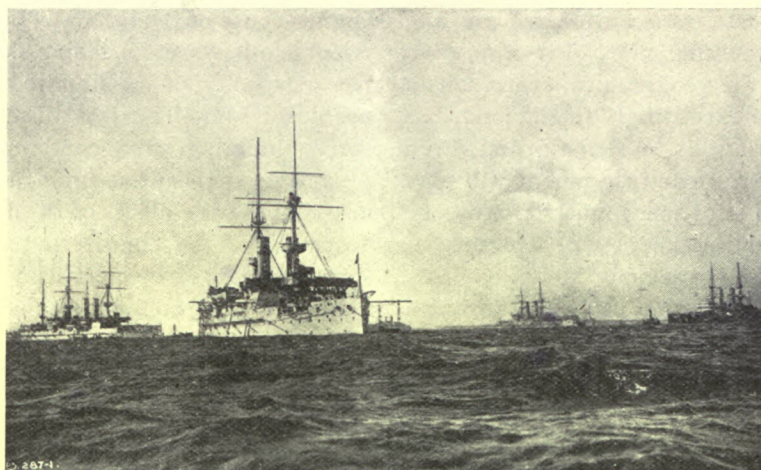


A view of the newest section of Melville.

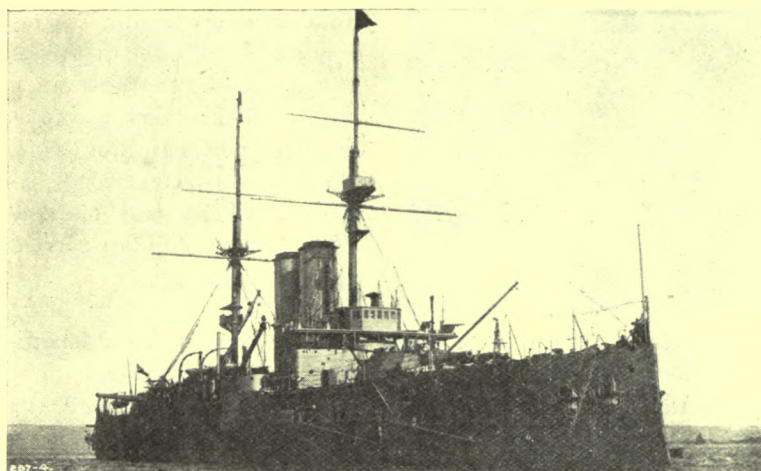


The first Grand Trunk Pacific train running into Melville.

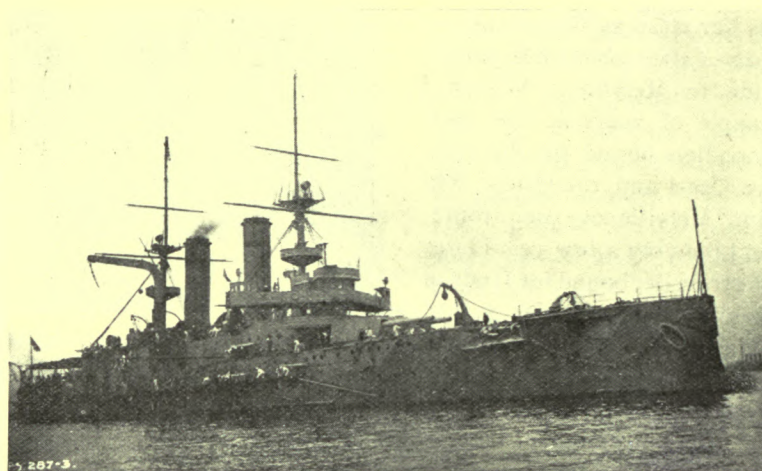
TYPES OF WARSHIPS IN THE BRITISH NAVY



Under the new organization of the British Navy, the Channel Fleet has been merged into the Home Fleet.



H.M.S. "King Edward"
Great Britain has eight vessels of this type.



H.M.S. "Triumph"
There are also eight of these battleships in the British Navy.



H.M.S. "Argyll"
One of the "County" type of swift cruisers.

ARE we Canadians satisfied that the defence of our coasts should depend entirely upon a fleet to which we contribute nothing in men or money?

The Canadian House of Commons gave an emphatic answer when a few days ago it passed unanimously the resolution of which the following are the two principal paragraphs:

"The House will approve of any necessary expenditure designed to promote the speedy organization of a Canadian naval service in co-operation with and in close relation to the Imperial navy, along the lines suggested by the Admiralty at the last Im-

perial Conference, and in full sympathy with the view that the naval supremacy of Great Britain is essential to the security of commerce, the safety of the Empire and the peace of the world.

"The House expresses its firm conviction that whenever the need arises the Canadian people will be found ready and willing to make any sacrifice that is required to give to the Imperial authorities the most loyal and hearty co-operation in every movement for the maintenance of the integrity and the honor of the Empire."

THE ATTRACTION OF WAWANESA

THE exceedingly euphonious Indian word, Wawanesa, suggests the prairie country of the West, the land where once the buffalo roamed but where to day the plough is supreme. It is there, in a bend of the Souris river, on the Canadian Northern Railway, twenty miles from Brandon, that the village of Wawanesa, Man., is situated. Few localities in that Province are so favored by nature. The scorching winds of summer and the chilling blasts of winter which sweep the prairies, are moderated by the groves on the higher elevations and by the valley of the river itself. A blizzard may rage on the upland and the inhabitants of this village be ignorant of the fact.

In December of last year Wawanesa was incorporated as a village with a population of five hundred, and it is bound to share in the immigration that this season will pour into the West. Although still a village Wawanesa has already taken on something of a town or city air. It is well built, it has substantial and flourishing industries and it is a commercial centre of importance. One evidence of this is the returns of its post-office which show that in revenue it ranks fourth in the Province of Manitoba. A large part of this revenue is due to the fact that in Wawanesa are the head offices of insurance companies whose business extends throughout the entire West.

Flour milling is a well established industry, the mills having a capacity of one hundred and fifty barrels a day, and in order to supply the local markets and meet the demand from the East—



A view of thriving Wawanesa from the railway yard.

from Montreal, Quebec and the Maritime Provinces—the mills grind night and day. Being made from wheat grown in the best grain fields of the Dominion and ground by expert millers in mills fitted up with the most improved machinery, Wawanesa flour has built up a high reputation for strength and flavor.

The district of which Wawanesa is the centre is one of the best in Manitoba. The quality of the grain is unsurpassed, and good crops are practically assured for the district is exempt from damage by hail or frost. The farms are well tilled, everywhere there is evidence of thrift and stability and that disposition to improvement that results from the energy of the farmer and the fertility of the soil. Another evidence of prosperity is the high quality of the live stock seen throughout the district.

There are improved farms for sale in the district—some owned by retired farmers who are willing to lease or sell, and some the property of men with grown up families with the pioneer instinct, who look westward with the hope of being able to secure a larger acreage within convenient districts for a family colony. On the other hand farms are bought by neighbors or their sons who prefer to pay a premium for lands that they know and are assured of their fertility, than migrate westward into the comparatively unknown. Some have realized that the acreage of a holding does not always correspond with the financial standing of the owner and that smaller farms may be operated at greater profit than large ones. The fact that there is no land-

agent in Wawanesa emphasizes the prosperity of the farming community.

The village of Wawanesa, and it will soon be a town, was established in 1889, and never having been "boomed" its growth has been natural and substantial. Excellent bricks are



A view on the Souris river near Wawanesa.

made in the vicinity and most of the buildings are of that material or of stone. The private residences are for the most part fine and the public buildings and business blocks are well constructed.

The waters of the Souris river may yet be utilized in the development of power or other adjuncts, to manufacturing enterprise. There is yet room and opportunity for expansion. The site offers natural advantages for such factories as require a plentiful supply of water and are aided in their results by plenty of room and air—such as a starch-factory, a tannery, a pork-curing plant, etc., and the locality is well worth a visit by an investor having in view the establishing of any of the industries mentioned.

Conditions of life are well settled in Wawanesa. As things go in the West it is an old place possessing the social advantages that may be found in any village of equal size in Eastern Canada. It has churches, schools, fraternal societies, clubs, athletic organizations and places of public recreation.

Wawanesa has excellent railway facilities and by means of highways it is easily accessible to all the surrounding country. Three very substantial bridges here span the Souris river.

The makers of Wawanesa have secured a competence amid congenial surroundings and their property is situated in such a fertile and progressive part of the West that every year it is bound to increase in value. The village is growing and it will always be one of the important points in south western Manitoba.



Grain elevators already dominate the town of Wawanesa.

Years ago this part of the Province was called the park country of the West. Its fertility and beauty justified the name and early demonstrated the worth of our prairies as a wheat-producing land.

OUR HISTORY IN STATUES AND MONUMENTS

XXIX.

THE site of the Tete du Pont Barracks, Kingston, in which are quartered to-day Battery "A" of the Royal Canadian Horse Artillery of the Permanent Militia force of Canada, is a landmark in our history for it was there two hundred and thirty-six years ago that was taken the first step in what in subsequent times became the movement of western expansion. That step was taken by the grim old war-Governor, Count Frontenac, and for guide and lieutenant he had with him LaSalle, the tireless traveller, the bold but ill-fated explorer of the Mississippi. Sixty-three years had passed since Champlain had founded Quebec upon the fortress-like rock that guards the Lower St. Lawrence. Besides the capital there was at that time a small settlement at Three Rivers and another at Montreal and between these places were a few beginnings of permanent settlement on the land. Beyond Montreal nine miles was the outpost Lachine, and beyond that the wilderness. Into this wilderness in the early summer of 1673 went Count Frontenac with about four hundred men. The journey was undertaken for the purpose of meeting the heads of the Iroquois nations and arranging with them a treaty of peace and commerce. The foot of Lake Ontario was selected as the rendezvous and there after a toilsome journey up the St. Lawrence they arrived on July 12th. The flotilla, consisting of one hundred and twenty canoes and two large flat-boats "painted in red and blue with strange devices, intended to dazzle the Iroquois by a display of unwonted splendor" passed up the bay along whose shore now stands the city of Kingston, entered the Cataraqui river and came to the spot where now stand the barracks at the western end of the Cataraqui bridge. Here the party disembarked, baggage was landed, tents pitched and guards set.

The party at once set about constructing a fort and with such order and alacrity did the work go on that the Indians were lost in astonishment. Such was the beginning of Kingston, but many years elapsed before it was more than a military outpost and before it took the name by which it is known to day.

In 1758, during the Seven Years' War, Kingston, then known as Fort Frontenac or Cataraqui, fell into the hands of a British force commanded by General Bradstreet who led his men through what is now the State of New York to Oswego on Lake Ontario whence they sailed across the lower part of the Lake, landing before Fort Frontenac late in the afternoon of August 25th. Next morning cannon were placed in position within 400 feet of the fort but as they effected little damage the

guns remained silent for the rest of the day. During the night they were advanced to an intrenchment close to the fort and at daybreak fire was opened. It was so effective that resistance was at once seen to be hopeless and within a few hours the fort surrendered. The prisoners were sent to Montreal on parole to be exchanged for an equal number of British soldiers in the hands of the French. Sixty pieces of cannon were found in the fort with a great quantity of stores. Nine armed vessels were taken, seven of them being burned with the fort and such of its contents as could not be removed. From that day to this none other than the British flag has floated over the spot where Kingston stands.

The first British settlement was made there in 1783 but for a long time its progress was slow, being little more than a military station.

When in 1792 Canada was divided into two Provinces it was at Kingston in July of that year that Lieut-Governor Simcoe organized the first government of Upper Canada. Legislative Councillors were appointed and they were sworn in at the little church then standing opposite the market place. An Executive Council of four members was chosen and Simcoe and his cabinet, meeting in a little wooden house, still standing on Queen street, proceeded to divide the Province into constituencies which were to return the sixteen members of the House of Assembly. In July was issued the proclamation ordering the holding of the elections, and in the following September the first Canadian Parliament met at Niagara, or Newark as it was then called.

From 1811 to 1816 the number of dwellings in Kingston only increased from 130 to 300 but in 1817 it contained 2,250 inhabitants. An account of the town published in that year gives the following description:

"At the commencement of the War of 1812-14 Kingston had but a small garrison, accom-

modated with barracks, but no fortification. In various successive stages of the war it was strengthened, with much labour and great expense. A regular fort is constructed at Messessaga Point; and all other accessible points are secured by batteries. The town is surrounded with a line of block houses, and picketed in. The old market is converted into a guard-house. Extensive barracks are added to those heretofore erected. The works at Navy Point are enlarged, with the addition of batteries, magazines, and a dock for ship-building on a large scale. But the principal fortress is at Point Henry, which commands the town and harbour. Snake Island, situated near the outlet into the open lake, is fortified, and made a signal station, to communicate



The Entrance to Tete du Pont Barracks standing near the site of old Fort Frontenac.

with Fort Henry. Kingston is the military and naval headquarters of the Province, and next to Quebec and Halifax, it is the strongest post in all British America. As to commercial business it is the third town in the Canadas, being inferior to none but Quebec and Montreal."

In 1838 Kingston was incorporated; and in 1841 when Upper and Lower Canada were united it became the capital with the understanding that the seat of government was to be permanently fixed there. "Handsome and substantial buildings," wrote W. H. Smith in 'Canada; Past, Present and Future,' "were erected,

and great expense was incurred by the inhabitants to render their town worthy to be called what it was expected to become, the first city in Upper Canada." Disappointment awaited the town for after a few years the seat of government was removed to Montreal, to remain there only until 1849 when the Houses of Parliament were burned.

To the fact that Kingston was once the capital is largely due the excellence of its public buildings—all of stone, handsome and substantial. If not "the first city of Upper Canada" it is one of our most interesting, and finest residential cities.

NOTES OF THE EMPIRE

"Canada and the Empire is our politics."

ONE of the best measures passed by the present British (Liberal) government is the Port of London Bill which transfers to one specially constituted body the entire control of the River Thames from the Sea up to Teddington—a distance of seventy miles. All the docks, wharves, piers, locks, etc., within that stretch are now under this one authority and it is confidently expected that immense improvements will now be made in the port of the Empire's metropolis. In his opening speech at the first meeting of the Port of London Authority, Sir Hudson Kearley, the first chairman, gave some interesting facts and figures about the task before them.

"LONDON," said Sir Hudson Kearley, "has long been, and continues to be, the greatest port of the world. No other port equals it either in the amount of shipping or

in the value of the goods carried inwards and outwards. With its river, it possesses splendid natural advantages. Among these, to quote the Royal Commission report, 'are the geographical position of the port; the magnitude, wealth, and energy of the population behind it; the fine approach from the sea; the river tides strong enough to transport traffic easily to all parts; and land along the shores of a character suitable for dock construction and all commercial purposes.'"

THE first Seal of the port of London now in the British Museum, carries us back 600 years to the reign of Edward II. "But for a thousand years or more before that, history records that London was a port much frequented by merchants and trading vessels. London, unlike many ports, is not dependent upon any single industry. With its immense population, which it serves and feeds, it is naturally a great depot for all kinds of goods in general demand, such, for example, as grain, timber, sugar, dairy and food products generally. But it is something very much more than that. It is the market of the world for such various and valuable products as wool—the import of wool alone amounts to

£25,000,000 sterling per year—tea, ivory, furs, and even gold and precious stones.

THE point I want to make, however, is that not merely is the port a great port because of the population behind it, continually demanding supplies through its portals, but an international port and market, towards which the whole of the world gravitates in order to operate in a multitude of commodities. The magnitude of its trade may be best expressed by the fact that one-third of the imports and one-fourth of the exports of the United Kingdom pass through its gates. The £400,000,000 worth of goods which come and go every year are carried in a fleet so vast that 34,000,000 tons of shipping enter and clear annually. Nearly a thousand vessels pass Gravesend every day, and 10,000 barges are constantly employed to distribute

their cargoes to the wharves and warehouses of the port. I think it would be ungracious and ungenerous of me if at this moment we failed to recognise the fact that private enterprise has done much in the past to build up this huge trade. But competition in shipping, coupled with the growth in the size of ships, has made the question of accommodation and facilities the dominant factor in the prosperity of a port. To illustrate this, I may point out that twenty years ago the largest ship afloat had a length of 550 ft. As recently as 1902, when the Royal Commission reported, they referred to the fact that the biggest ship afloat at the time, the 'Oceanic,' with a length of 686 ft., was capable of entering Tilbury Dock. What do we find to-day? That the leviathan of the moment, the 'Mauretania,' 760 ft. in length, could not enter Tilbury. That is a growth of seven years. I give this without comment, merely as an illustration of what I have just said, that the dominant factor

in the prosperity of a port is the accommodation and facilities that it affords.

We know full well that rival ports, not merely on the Continent—the attention of the public is often directed to what is



The Call of the Blood.

Germania—"A 'Dreadnought' for Britain from New Zealand? These lion-cubs are splendid! I wish I had an eaglet or two like that!"—"Punch."

happening in Hamburg, Antwerp and Rotterdam, as if they were the only ports—but in this country also, by the wise expenditure of capital, have been enabled to keep abreast of the requirements of the day. But circumstances unfortunately have prevented London from doing the same, and the reason is not far to seek. Those amongst whom the task of making provision for the trade of the port has been divided, without larger authority and revenue powers than Parliament would entrust to them, were necessarily

incapable of making such systematic improvements for its present and future needs as to ensure the maintenance of its position. Thus it is that this new authority comes into existence armed with great administrative and financial powers as will enable it to carry out for the common good any works found to be necessary." It is a matter of great Imperial importance that the metropolis of the Empire should have the very best shipping conveniences possible.

NOTES OF THE WEST

MINNEDOSA, Man., in the valley of the Little Saskatchewan River, is one of the many prosperous and promising places in the Canadian West. It is not new as things go in that rapidly developing country, but it is just as hustling and energetic as any of its younger rivals. What it has

In the course of an interview with a representative of the *Manitoba Free Press* Mr. Laird in recalling some of the events of the past mentioned his trip to the Peace river country in 1899 to make treaty with the Crees, Beavers and Chippewyans. This was the last great treaty and is known as Treaty Eight.

chief Big Bear, who afterwards was one of Riel's right-hand men, had evinced sulkiness and ill disposition even five years before he took up arms against the whites. When Mr. Laird was making treaty at Sounding Lake, in the fall of 1879, Big Bear refused to join on the ground that the provisions were unfair; and although many of his band signed readily enough, the old leader scorned all overtures and remained hostile. However, Mr. Laird says, had it not been for Riel, it is unlikely that the Indians would ever have taken the war-path.

Although many of the more famous chiefs had passed away before the offices were moved to Winnipeg, most of the chiefs of Manitoba, and some from the farther West, had been visitors in the Winnipeg offices during the past ten years, when they came, with due ceremony and dignity, to pow-wow with the Great White Chief concerning the affairs of their people. The removal of the offices will take away something that is dear to the Indian's heart—the privilege of access to the white chief who is set over them and to whom they may come with their troubles knowing that justice will be done them.

Mr. Laird does not believe that the Indian tribes of Canada are being decimated. The old plains tribes, the buffalo hunters of a bye-gone day, may be exceptions, he thinks, but the tribes who have lived in the wooded, lake country are holding their own or increasing, and contact with the whites is not producing ill effects, as is oftentimes contended. The plains Indians were used to open air life and to rigors of the chase. Civilization has made them lazy and shiftless and without their plains to roam at will and lacking the stern necessity of hunger to drive them to the chase, they have suffered from want of exercise. Improper clothing and ignorant application of some of the softening influences of the white man have caused them to fall victims to disease and tuberculosis and other ailments are taking them off. Among the western bands there is some mortality, perhaps



Sowing Spring wheat with a 10-foot disc drill, capacity 20 acres a day, Smith's Farm, Lethbridge, Southern Alberta.

in the way of trade and industry it proposes to hold and to add to it each year. "The Minnedosa district," says its bright and newsy weekly, *The Minnedosa Tribune*, "is a most desirable one for settlers. It is rolling prairie, interspersed with groves of trees and ponds. The soil is very fertile, mostly a black loam, yielding heavy crops of roots, hay and grain, and the water for domestic use is of the best."

Since the foundation of the town in 1879 it has grown to its present substantial proportions on its merits. It never had a boom, but has grown healthily and solidly, till today it is one of the most important in the Province and its prospects for future prosperity are brighter than ever. It is a divisional point on the Canadian Pacific Railway, and the business done by that company will attain much greater proportions when the link is constructed to Edmonton, which is now almost done, and putting the C.P.R., on a footing of equality in distance between that city and Winnipeg with any competing line. Then there is the newly established judicial district, the buildings for which are in course of construction, and which will necessitate the appointment of a judge and other officials who will reside in Minnedosa. There are also churches, the hospital, high school and other schools, telegraph and telephones, flour mill and sash factory, grain elevators, and one of the best markets in the Province."

"It isn't likely," said Mr. Laird, "that there will be more than one more treaty now. That must come soon. It will have to do with the Indians around Fort Churchill and Port Nelson when the Hudson Bay road is nearer completion. Of course, there may be other minor treaties but it is unlikely and there will hardly be another great treaty."

Mr. Laird was not in the West during the stirring times of 1885. He relinquished his office for the first time in 1881, but his memory is keen and he recalled several events of that period. The Indians at that time showed no signs of unrest that could be construed as harbingers of the trouble to come; but Mr. Laird remembered that the great



A view of the mid-summer fair held at Minnedosa.

The Hon. David Laird, Indian Commissioner, has been transferred from Winnipeg to Ottawa where he will continue to serve the Government. Mr. Laird was appointed Superintendent of Indian affairs, with headquarters at Battleford, in 1876. He held the position for five years when he returned to his home in Prince Edward Island. In 1898 he was appointed Indian Commissioner.

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due to confinement, but on the whole they are doing well. Mr. Laird pointed out that if the same number of white people were taken and compared with the Indians they might show no better health charts. Many of the principles which formerly worked against the Indian have been removed of late, and with better ventilation in their schools and houses and with closer medical inspection they are much healthier and happier.

Reports have been received up to December 19th, 1908, from Mr. Robert Jones, the farmer in charge of the experimental work in agriculture and horticulture being carried on by the Director of experimental farms at Fort Vermilion on the Peace River in Northern Alberta. Fort Vermilion is about 350 miles in a direct line north of Edmonton, or about 700 miles by the mail route.

Mr. Jones reports on the results of the experiments conducted, also on the crops in the Fort Vermilion district. He says: "The past season was, on the whole, very favorable for crops of all sorts in this locality. The spring opened up about the middle of April, and seeding was under full headway by the 1st of May. Wheat was fully ripe by the 17th of August, and harvest was general by the 20th of that month. None of the wheat is frosted."

Owing to delay in the mails, the seed of early ripening wheats and other grains sent to Mr. Jones from the experimental farm for sowing did not reach Fort Vermilion until June, hence they were held over to be sown in the spring of 1909. Mr. Jones has given much of his time this season to the examination of crops grown by farmers in the district, and has obtained samples from them which he forwarded to the experimental farm at Ottawa, and which have recently come to hand. He says that he thinks he is quite safe in estimating the wheat crop of the Fort Vermilion district for this year at 35,000 bushels with an average of about 24 to the acre; barley at 5,000 bushels, with an average of about 60 bushels to the acre and oats about 4,000 bushels, with an average of about 50 bushels to the acre. This makes a total of about 44,000 bushels of grain for that district.

The experimental plots of turnips have given a crop of over 16 tons to the acre, mangels 15 tons, and white carrots 12½ tons to the acre.

The hardy cross-bred apple trees produced at Ottawa, also some hardy Russian sorts, which were sent to Fort Vermilion, survived the winter of 1907-8, and have made good growth during the past season, some of them as much as two feet. The plums have made a still stronger growth, and writing on the 15th of October, Mr. Jones says: "Although most of our native trees have been stripped of their foliage by frost, the leaves on the apples and plums are quite green yet."

About 25 varieties of black, red and white currants were also forwarded for test, also three varieties of raspberries and two of strawberries. All of these are doing well and making good growth. Many varieties of trees and shrubs of the hardiest sorts, suitable for shelter and ornament, were also supplied. Those which survived the hardships connected with transportation and the cold of the winter of 1907, more than 50 varieties in all, are doing well.

The Canadian Pacific Railway Co. has decided that it will operate a model garden this season on the company's land near the Louise bridge, Winnipeg. All classes of vegetables and flowers will be grown, and both will be used in the Royal Alexandra Hotel there. Flowers will be employed more lavishly than ever before in the decoration of this hotel, and a saving will be effected in the supply of fresh vegetables. Twenty acres of land will be used. A number of workmen will be engaged under the direction of Mr. Robert Lloyd, one of the most expert gardeners in Winnipeg. In the fall large greenhouses will be erected, which will be used for flowers, the growing of winter vegetables and various other purposes. This feature of the experiment will probably be largely extended in future years and bulbs, etc., will be grown for the beautification of the grounds of the company at many points in the West.

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WAWANESA Manitoba

INCORPORATED 1908

(See page 17)

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J. B. HAYES, Melville, Sask.**Some Naval Facts for our
Readers.**

AS far back as 1900, when the German Naval Bill was introduced, their policy was outlined. In the preamble of that law it was frankly and bluntly stated that under existing circumstances, in order to protect Germany's sea trade and Colonies, there is one means only. Germany must have a fleet of such strength that even for the mightiest naval Power a war with her would involve such risks as would jeopardise its own supremacy.

Mr. Arthur Lee, late Civil Lord of the Admiralty, in the course of the great naval debate in House of Commons, London, said: The Government admitted that Germany already had fourteen slips for the construction of these large ships, and that three more were being constructed. A slip could be made in six months, and therefore the additional three slips would very shortly be ready. They also knew that the great firm of Krupp had developed, under the fostering care of the German Government, during the past few years to such an extent that their output of guns, gun mountings, turrets, and other war materials of that kind exceeded that of Armstrong, Vickers-Maxim, the Coventry works, Woolwich Arsenal, and, in fact the whole of our national resources put together.

Were the Government aware that Krupp had increased their employees by 38,000 during the past twelve months, which was an increase of 60 per cent of their total strength? He believed that, apart from financial consideration there was no reason whatever why Germany should not lay down eight more of these vessels during each successive financial year. The question was, Could we do the same? He was afraid that at present we could not. But if definite orders for a sufficient number of ships were given at once to our great ship-building firms, then he believed we could. In his opinion, there was no doubt whatever about the German capacity for building ships of this class.

More than any other incident since the war in South Africa, said the *London Daily Telegraph*, the offer by New Zealand will impress the world with the solidarity of British sentiment on the question of the maintenance of the Fleet. The proposal is all the more significant, coming as it does from New Zealand. This Dominion, in proportion to its wealth and population, is already the most generous of all the Colonies in its recognition of the dependence of all the oversea lands on the British Navy for defence. In his statement accompanying the Navy Estimates, the First Lord of the Admiralty records:

"The New Zealand Parliament has passed an Act increasing the Colonial contribution to the Navy from £40,000 to £100,000, unaccompanied by conditions."

This in itself was a forward step; taken spontaneously and without any attempt to impose on the Admiralty any conditions as to the use to be made of the money or the character of the naval squadron to be maintained in Australasian waters, as was stipulated in the case of the Commonwealth. It was a remarkable indication of New Zealand's attachment to the Mother Country.

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Empire make the following contributions to the cost of the upkeep of the Fleet:

India, for the defence of Indian waters...	£100,000
Australian Commonwealth, a squadron of specified strength and the establishment of a branch of the R.N. Reserve.....	200,000
Dominion of New Zealand, for the general maintenance of the Imperial Navy.	100,000
Cape Colony, as a free gift.....	46,000
Natal, without conditions.....	35,000
Newfoundland, for pay of Colonial Reservists.....	3,000
	£484,000

Down to 1906 Germany, under the Navy Act of 1900, laid down two small battleships each year, and their construction took three years. The German Navy as it exists today is the Navy thus provided:

10 Battleships..	of 130,150 tons	with 40 11in guns
10 Battleships..	of 112,950 tons	with 40 9.4in guns
20 Battleships....	243,100 tons	

In 1906 a new Navy Act was passed, increasing the size of the two annual battleships and making provision for additional battleship-cruisers and torpedo craft, with a financial scheme fixing the period of construction at three years, from the late summer in each financial year. Under this scheme five Dreadnought ships are building, and the first two will be finished this coming winter.

In 1908, after the British Navy Estimates had been presented, the Reichstag passed, after discussion in secret sessions, another act, providing for more large ships. This Act divides itself into two periods:

First Period.—From 1908 to 1911, inclusive, an annual programme of three Dreadnoughts, one battleship-cruiser (similar to the three British Indomitables now at sea), two second-class cruisers, and twelve torpedo-boat destroyers.

Second Period.—From 1912 to 1917, a lower scale of armoured construction, involving an annual programme of one battleship, one battleship-cruiser, with two small cruisers, and twelve torpedo-boat destroyers.

The British Navy now consists of four Dreadnoughts and the Invincible—five in all. No other nation yet has one in actual commission, (Germany will have one in October). There are besides 45 first-class battleships which will be under 20 years of age in April 1912.

These consist of two Lord Nelson type, eight King Edwards, two Swiftsures, five Duncans, eight Formidables, Six Canopuses, and nine Majestics. But what the British Empire is concerned about is the relative position of the two fleets in April 1912. The standing of the two navies in battleships less than twenty years old (the age specified in the German Navy Act for replacement as obsolete) will be as follows, the main guns of the ships being enumerated:

POSITION IN APRIL, 1912.

Battleships under twenty years:

GREAT BRITAIN.

8 Dreadnoughts.....	80 12in.	Guns
12 Dreadnoughts.....	112 12in.	"
2 Lord Nelsons.....	8 12in.	20 9'2in.
8 King Edward VII.....	32 12in.	32 9'2in.
2 Swiftsures.....	8 10in.	
5 Duncans.....	20 12in.	
8 Formidables.....	32 12in.	
*6 Canopus.....	24 12in.	
*9 Majestics.....	36 12in.	

60 displacing 978,050 tons.

*These 15 ships will be obsolescent in 1912.

GERMANY.

17 Dreadnoughts.....	204 11in.
5 Deutschland.....	20 11in.
5 Braunschweig.....	20 11in.
5 Schwaben.....	20 9 4in.
5 Kaisers.....	20 9 4in.

37 displacing 583,700 tons.

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Before the Coming of the Loyalists U. E. Series. No 1. By C. Haight. 24 pp. Demy 8vo, paper, uncut. Toronto: 1897.....50c.

Coming of the Loyalists U. E. Series. No. 2. By C. Haight. 20 pp. Demy 8vo, paper, uncut. Toronto: 1899.....50c.

"The sacrifices and sufferings of the United Empire Loyalists have formed the theme of many romances, as well as many historical sketches, but the actual experience and adventures of these courageous pioneers, if fully told, would exceed in thrilling interest all the tales of fiction concerning the early days of Canada. Fruitful as our history has been in materials for romance. A plainly-told, but most interesting description of the settlement of the Loyalists who made their way to the shores of Quinte on Lake Ontario, is just now appearing from the pen of Canniff Haight. Those who have read Mr. Haight's charming book, 'Country Life in Canada Fifty Years Ago,' will believe that these sketches are not only entertainingly, but truthfully written."—THE CANADIAN ENGINEER.

Recollections of the War of 1812.

By Dr. Wm. Dunlop with a biographical sketch of the author by A. H. U. Colquhoun, LL.D., Deputy Minister of Education, Ontario. Second edition, with portrait. 122 pp., 16mo., cloth, Toronto, 1908.....\$1.00

"Dr. Dunlop's narrative abounds in passages which it would be interesting to quote. His instinct is unfailing for the picturesque and curious, and some of his descriptive accounts of Indian methods of warfare, of the Indians themselves, of frontier life and of U. E. Loyalists—of whom he speaks generally as Yankees—are as vivid and clear a transcription of the past as are to be found in any historical document in Canada."—MARJORY MACMURCHY, THE NEWS, TORONTO.

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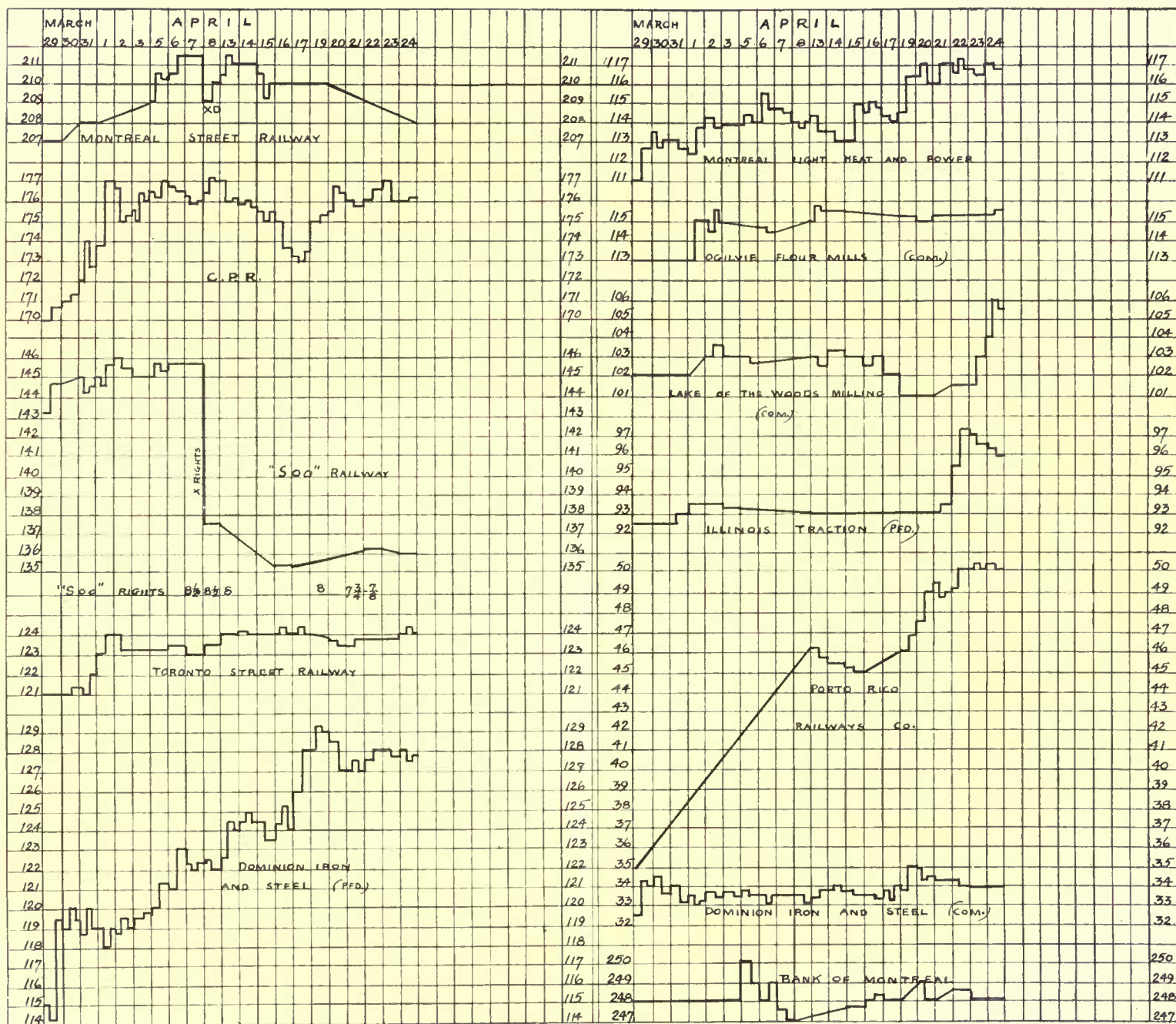
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DURING APRIL

A DAILY RECORD OF THE FLUCTUATIONS DURING THE MONTH



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decided upward movement will sooner or later occur.

Steel and Coal Stocks. Dominion Iron preferred is one stock to show a substantial rise. Recent events show that the long-awaited-for back dividends are very shortly to be paid, and the imminence of the payment furnishes a reasonable explanation of the rise in the quotations.

Iron common has not changed much, as the prospect of immediate benefit for the holders from the termination of the dispute with the Coal Co. is not so apparent.

Latin-American stocks have been featureless. Not so much has been heard of them lately and the quotations have not changed materially.

Considerable interest has been taken in April in two important consolidations just put through. One was a combination of the asbestos companies operating in the Dominion with Canadian, British and American capital. The consolidation is said to control 70 per cent of the world's output of asbestos. The other consolidation was of the large brewing companies in Montreal and vicinity.

Prosperous times expected. Richelieu and Ontario had its customary spring rise in April. So far as can be seen the outlook is for a prosperous season.

Bank stocks have been neglected. Investors apparently are not specially attracted to the banks because the general idea is that they are not earning big profits just now. However, it is certain that, with the return of prosperity, the bank resources will quickly go into action; and as the funds controlled by the banking institution are larger than ever, when that time comes high record profits will again be the order of the day.

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Rest, \$6,000,000

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Some recent Books worth Reading

TWO earlier works, "The Fight with France for North America" and the "Life of Lord Dorchester," have made Mr. A. G. Bradley well known to Canadian readers and have given him a high place among the writers of our history—high both because of the importance of the periods of which he treats and the thorough manner of his treatment, as well as for the excellence and charm of his style. Mr. Bradley has recently added a third work to his collection and he gives it the title, "The Making of Canada." It ranks well with his two earlier books. It is national history written with great care both as to accuracy of detail and excellence of style, and great judgment is shown in the placing of men and events in their true historic perspective. The book is published by the Copp Clark Co. of Toronto, and it is everything that could be desired as a library edition.

In "The Fight with France for North America," Mr. Bradley gives an account of the Seven Years' War which brought Canada under the British Crown; in the "Life of Lord Dorchester (Guy Carleton)" he tells how Canada was saved during the War of the American Revolution and held secure to her new but what has proved to be her permanent allegiance. In "The Making of Canada" our history is advanced over several important stages, the work covering the years which intervened between the battle of the Plains of Abraham and the close of the War of 1812-14. It was during those years that the United Empire Loyalists came and carved Provinces out of the wilderness, that representative institutions were set up and the development of our resources took substantial form. The making of Canada was then commenced.

Mr. Bradley is not a mere reciter of facts. He writes picturesque history, history that not only instructs but that charms by the manner in which it is told. One quotation only can be given here, but it will indicate the style of the book. In the course of the chapter on the early days of Upper Canada, Mr. Bradley writes: "There is always a recognized flavor of romance about Simcoe's rule in Upper Canada: the meeting of the first little Parliament in the backwoods station of Niagara; the long uncertainty whether a couple of shanties on Toronto Bay, or some shaggy woods on the banks of the Thames, were to become the capital of the country; the hardy explorations of the Governor himself through wild woods, now replaced with familiar domestic landscape, by stormy solitary bays now lined with wharves and houses and crowded with shipping. Scenes change rapidly and history makes apace in a new country, and provides abundant food for sentiment to the reflective mood and the retrospective temperament. It is not the single century that gives the old log blockhouse its pathos within sound of the electric car, but the prodigious change, the making of whole nations and the wiping out of others, that its rude timbers symbolize."

Another recent addition to the historical literature of Canada is "Where the Buffalo Roamed," by Miss E. L. Marsh, with illustrations from paintings by Paul Kane and from photographs and drawings, with introduction by R. G. MacBeth, M.A., author of "The Making of the Canadian West" William Briggs, Toronto, publisher.

The book is just what it claims to be—"the story of Western Canada told for the young." "In all this," writes Mr. Mac-

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Beth in his brief introduction, "Miss Marsh has succeeded so well that even grown-up children who are anxious to get hold of the history of the West will find in her book great pleasure and profit."

Miss Marsh begins her story with the great Canadian West in possession of the Indians and the buffaloes; then come the early explorers, beginning with Radisson, Groseilliers and de la Verendrye, followed by Hearne, Mackenzie, Vancouver, Fraser and others. She describes the fur trade and gives an account of the great companies engaged in it; the coming of permanent settlers, their hardships and dangers, the uprisings in the West, its acquisition by Canada, the opening up of the country and its present state of development and prosperity. The book embraces the whole history of the West from Lake Superior to the Pacific Coast.

The successful manner in which entertaining and instructive details are crowded into this comparatively small book (242 pages in all) is illustrated by the following quotation, which tells of the finding of coal on the Pacific Coast. Miss Marsh writes:

"In the year 1849 an important bit of information came to the white men on Vancouver Island. One day, towards the end of the year, an old Nanaimo chief from another part of the island visited Fort Victoria, and while there went into a shop to have his gun mended. As he stood waiting he watched the men put fresh coal upon the fire. Picking up a lump, he looked closely at it and said to them: 'There is plenty of stone like that where I live.' The men told him that if he would bring them some of it they would charge him nothing for repairing the gun, and, in addition, would give him a bottle of rum. Promising to do this the Indian departed. But upon his return home he became ill, and it was spring before he came down to Victoria with his canoe-load of 'black stone,' which was, in fact, found to be coal. He got his bottle of rum and guided the white men back to what became one of the richest mines of the country. Soon a fort was built there. That was the beginning of the city of Nanaimo, which to this day is famous for its coal."

Travellers' Cheques

THE Canadian Bank of Commerce has just brought out a new form of Travellers' Cheque, which will surely prove very popular among tourists and travellers. They are issued for the sums of \$10, \$20, \$50 and \$100, and will be cashed by banks, hotels, etc., in practically every country of the civilized world. All over Canada and the United States the face amount in dollars is payable without deduction. In Great Britain and Europe the amount of foreign money which can be obtained for them is stated on the face, and disputes as to over-charge or exchange cannot arise. Identification is provided for by a letter of introduction, which accompanies the list of banks which will cash them. The cheques can be obtained at any office of the Bank.

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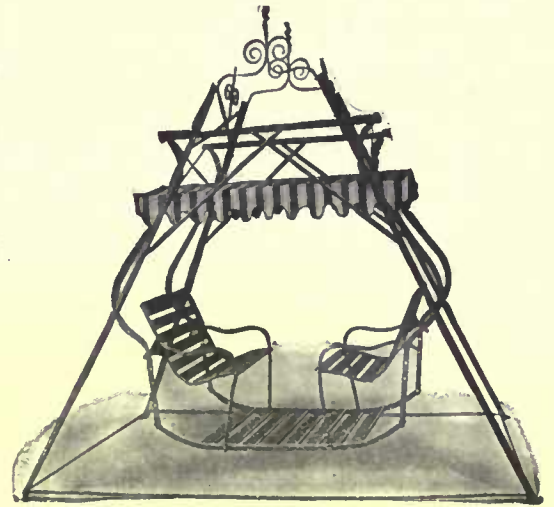
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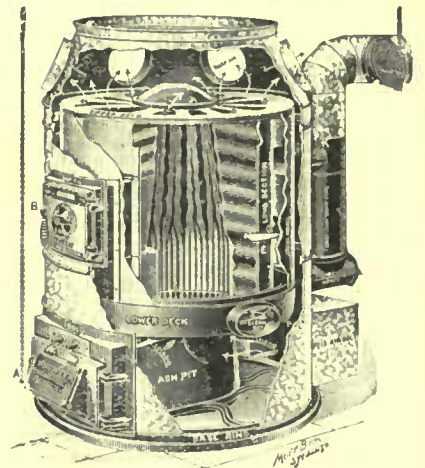
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Thurs. 6 May	TUNISIAN..Fri. 21 "	3.00 a.m.	2.00 p.m.
Friday 14 "	*VICTORIAN..Fri. 28 "	9.00 a.m.	7.30 p.m.
Thurs. 20 "	CORSICAN..Fri. 4 June	3.00 a.m.	2.00 p.m.
Friday 28 "	*VIRGINIAN..Fri. 11 "	9.00 a.m.	6.30 p.m.
Thurs. 3 June	TUNISIAN..Fri. 18 "	2.30 a.m.	1.30 p.m.
Friday 11 "	*VICTORIAN..Fri. 25 "	7.00 a.m.	5.00 p.m.
Thurs. 17 "	CORSICAN..Fri. 2 July	2.30 a.m.	1.00 p.m.
Friday 25 "	*VIRGINIAN..Fri. 9 "	6.00 a.m.	5.30 p.m.
Thurs. 1 July	TUNISIAN..Fri. 16 "	3.00 a.m.	1.00 p.m.
Friday 9 "	*VICTORIAN..Fri. 23 "	5.30 a.m.	4.00 p.m.

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THE Allan Line in announcing their Sailings for 1909, as per schedule appended, reminds their friends of a few salient facts.

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5. The Allans were the first to adopt the turbine engine for ocean going steamers—Victorian and Virginian, each 12,000 tons. Now they are being followed by other Lines—the King's yacht, Battleship Dreadnaught, etc., etc.

The aim of the Line has been to lead in every improvement for the safety of the ship and the comfort of the passenger. Three new steamers have been added in 1907-08—Corsican, Gramplan and Hesperian, aggregating 31,000 tons, making a total tonnage of 175,000 tons.

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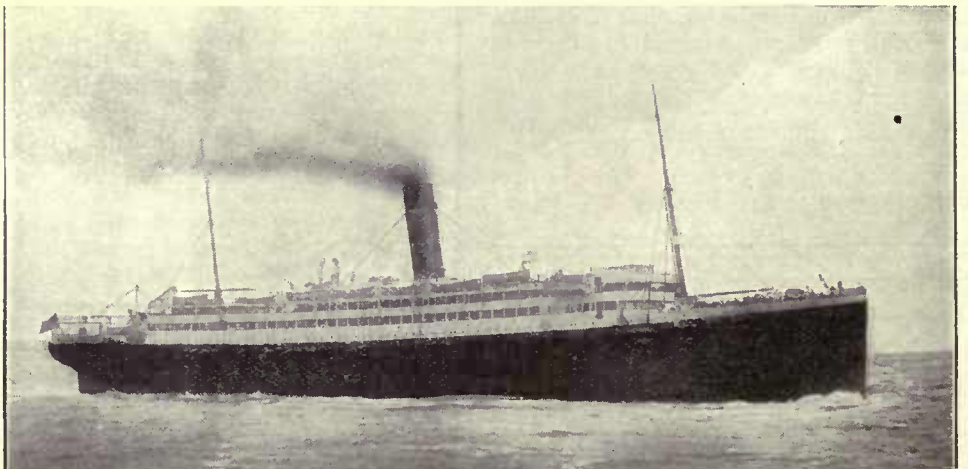
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DOMINION.....	May 22	June 26	July 31
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Protecting Wood Buffalo

NUMEROUS complaints have come in from time to time from the Far North that the wood buffalo, the only wild specimens on the North American continent, are being killed off by Indians and by timber wolves. The taking or killing of these animals is prohibited by the Dominion government, who realising the depredations likely to be committed by wolves if the latter are allowed to become too numerous in the buffalo country, have offered a bounty of \$20 for each timber wolf pelt. Strange to say, this generous amount has not had by any means the result expected of bringing in increased quantities of wolf skins by the Indians, a reason for which is offered by Supt. Routledge in his report. Supt. Routledge was last year sent out from the Mounted Police headquarters with instructions to investigate thoroughly the reports of depletion of the herd, and to take the necessary action to punish the offenders.

He left Fort Saskatchewan on Feb. 2 and reached Smith's Landing on March 1st. He made a careful investigation, but could not find that any buffalo had been slaughtered in the past two years. He visited the grazing grounds, and saw numerous buffalo, besides many tracks. Sergeant Field patrolled the country in a different direction, and found traces of a large herd, which he estimated at 100, but was not able to come up with them. He saw the tracks of many wolves. Sergeant McLeod also patrolled the west side of the grazing grounds, but saw no buffalo, nor could he find that any had been killed. He, as well as Sergeant Field, reported wolves very numerous.

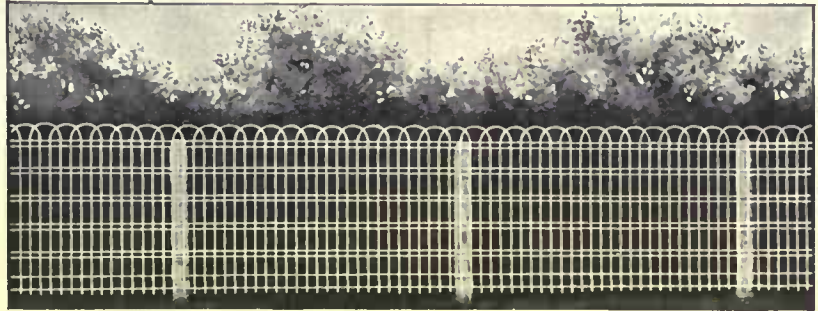
Supt. Routledge's report and recommendations are as follows: "The adequate protection of the remnant of the far northern herds is an important matter. The laws at present on the statute book, and the wolf bounties are steps in that direction, but, when the remoteness of the grazing district is considered, the ravages by timber wolves, and the fact that small native settlements are situated at out of the way places along the waterways surrounding the grazing lands on three sides, miles from principal centres, and that in several instances during the past ten years Indians have been punished by fine for killing buffalo it will be seen that more direct supervision is necessary.

"During my stay at Smith's Landing I was unable to obtain evidence of the Indians at those places having killed buffalo during the past two years and that they have done so during the years immediately preceding that period was a matter of suspicion only. Traders and others who understand the Indian character stated that had such taken place they would likely have heard of it.

"Timber wolves are numerous, as the many tracks observed in the Upper Slave country south of Smith's Landing, and the animals seen by my party west of Salt river, serve to show, and they undoubtedly destroy many calves and young buffalo.

"The Indians stated that it is next to impossible to trap the wolves, the brutes being so wary that it is difficult to get at them with a rifle; and the results following the application of strychnine would be too serious in a game and fur country to permit its use except under very careful supervision.

"The buffalo appear to move about in small bands, and it is therefore impossible to arrive at a correct estimate of the number; but from all I could learn, I would judge there are between 250 and 300 head."



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ONTARIO RAILWAY**, is a land of lonely muskeg and brûlé, the native country of the white-
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WAYS** span the native country of the ouananiche, northern brook trout, and the spruce shored
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THE CANADIAN NORTHERN RAILWAY, from Port Arthur to Edmonton, with many
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The Royal Military College

THERE are few national institutions of more value and interest to the country than the Royal Military College at Kingston. At the same time its object and the work it is accomplishing are not sufficiently understood by the general public.

The College is a Government institution, designed primarily for the purpose of giving the highest technical instructions in all branches of military science to cadets and officers of Canadian Militia. In fact it is intended to take the place in Canada of the English Woolwich and Sandhurst and the American West Point.

The Commandant and military instructors are all officers on the active list of the Imperial army, lent for the purpose, and in addition there is a complete staff of professors for the civil subjects, which form such a large proportion of the College course. Medical attendance is also provided.

Whilst the College is organized on a strictly military basis, the cadets receive in addition to their military studies a thoroughly practical, scientific and sound training in all subjects that are essential to a high and general modern education.

The course in mathematics is very complete and a thorough grounding is given in the subjects of Civil Engineering, Civil and Hydrographic Surveying, Physics, Chemistry, French and English.

The strict discipline maintained at the College is one of the most valuable features of the system.

In addition the constant practice of gymnastics, drills and outdoor exercises of all kinds, ensures good health and fine physical condition.

Seven commissions in His Majesty's regular army are annually awarded as prizes to the cadets.

Three commissions in the Permanent Force will be given annually, should vacancies exist, to the graduating class, viz :—Every year one in the Infantry ; and each alternate year :

One in the Engineers and one in the Horse Artillery.

One in the Cavalry or Mounted Rifles and one in the Garrison Artillery.

Further, every three years a commission in the Ordnance Corps will be given to the graduating class.

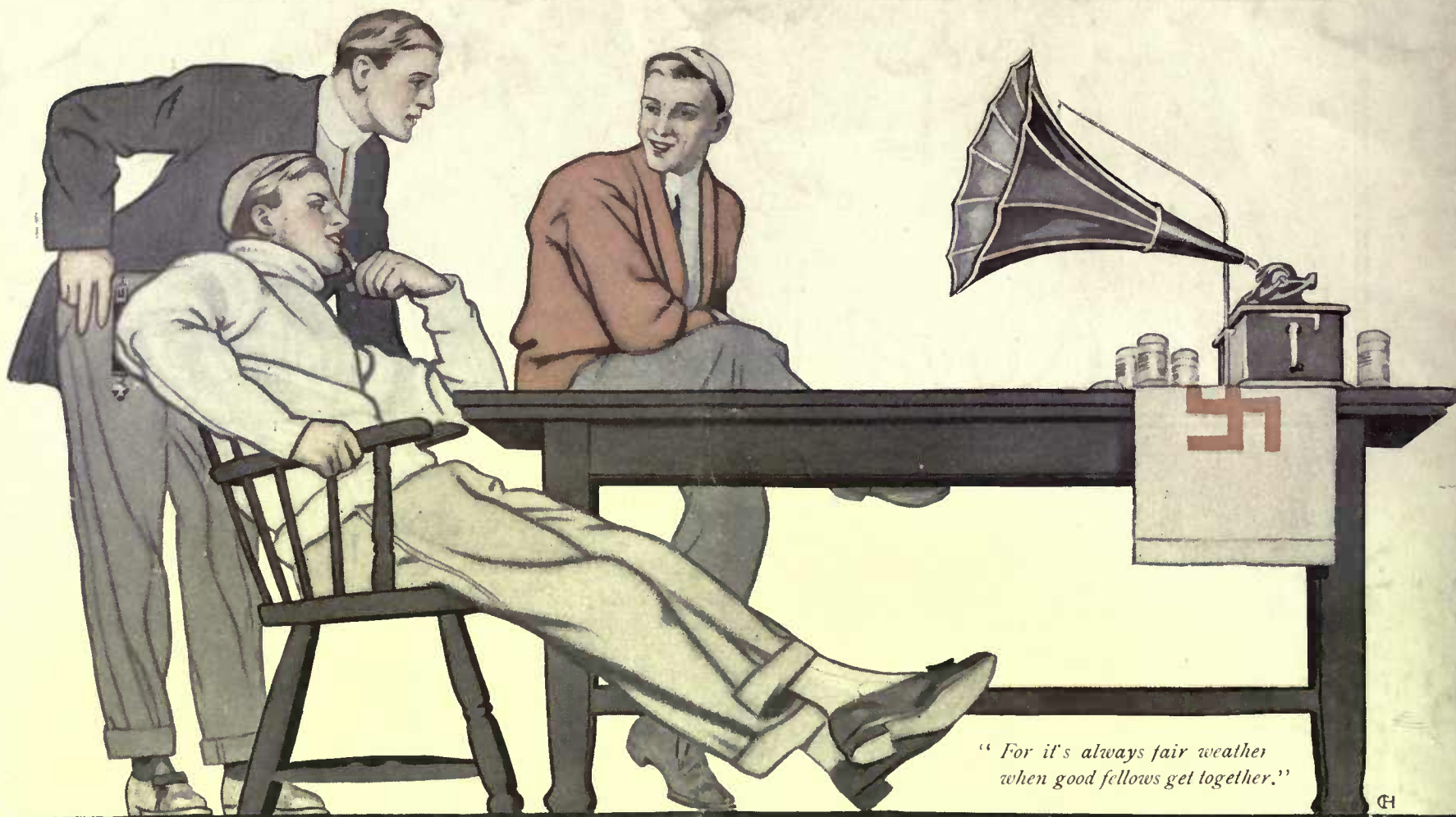
Three 2nd class clerkships, or appointments with equivalent pay, will be offered annually to the graduating class, such appointments to be in the following Departments, viz :—Public Works, Railways and Canals, Inland Revenue, Agriculture and Interior.

The length of the course is three years, in three terms of 9½ months' residence each.

The total cost of the three years' course, including board, uniforms, instructional material, and all extras, is from \$750 to \$800.

The annual competitive examination for admission to the College will take place at the headquarters of the several military districts in which candidates reside, in May of each year.

For full particulars of this examination or for any other information, application should be made as soon as possible to the Secretary of the Militia Council, Ottawa, Ont. ; or to the Commandant, Royal Military College, Kingston, Ont.



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